Public Works Traffic Analysis Comments

Date: 8-13-2025

Subject: Doral Concourse

Permit: PLAN-2403-0075

Date Submitted: 7-16-2025

4th Review

Results of the Review:

[X] **Approval Recommended**

The Public Works Department has completed its review of the Traffic Study prepared by TrafTech Engineering, Inc. for the site plan approval of development located at 8400 NW 36th St in Doral, Florida. The applicant is proposing Mix-Use (DMU) Development,6,428 Sq. Ft of Office, 8,377 Sq. Ft of Fine Dining, 3,747 Sq. Ft of Fast Casual and 7,441 Sq. Ft of High Turn Over Restaurant. The Public Works Department recommends approval.

Advisory comments below are necessary during site plan review process and implementation of the project:

- The applicant is required to install a traffic signal at the existing full median opening at 8400 NW 36 St to provide access. Signal warrant provided by applicant warrants a signal at this location.
- Any modifications to the approved land uses will require a revised traffic submittal to ensure there is minimal traffic impact to the surrounding areas.
- Approval is subject to review from City of Doral Public Works Department - Plans Review.
- Compliance with the applicable sections of the City's Land Development Code Chapter 77.
- Implementation of the proposed project dealing with roadway construction work, installation of signage, pavement markings and other needed items shall conform to all applicable requirements, standards and regulations of the latest version of the Manual on Uniform Traffic Control Devices (MUTCD), City of Doral, Miami-Dade County Department of Transportation and Public Works, and Miami-Dade Fire Rescue Department.

Doral Concourse

8400 NW 36th Street
Doral, Florida

prepared for:
MG3 Group

traffic study

TRAFTECH ENGINEERING, INC.

Revised June 2025

TRAFTECH
ENGINEERING, INC.

June 18, 2025

Pamela A. Butler - MG3 Group
Development Coordinator
2980 NE 207 Street
Suite 603
Aventura, FL 33180

Re: Doral Concourse - Doral, Florida (Traffic Engineering Study)

Dear Pam:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the traffic study in connection with a proposed Doral Concourse development planned to be located at 8400 NW 36 Street in the City of Doral, Miami-Dade County, Florida. Figure 1 shows the location of the project site and the surrounding street system.

Project Description and Access

The project site is currently occupied by a 222,763 square-foot office building, including a parking garage. The following land uses and intensities are proposed for the site:

- Restaurant 1 (Fine Restaurant): 8,377 SF
- Restaurant 2 (Fast Casual Restaurant): 1,462 SF
- Restaurant 5 (Fast Casual Restaurant): 2,285 SF
- Restaurant 3 (High-Turnover Restaurant): 4,002 SF
- Restaurant 4 (High-Turnover Restaurant):3,439 SF
- Office (Small Office Building):6,428 SF

Access to the site is provided via one existing driveway off of NW 36th Street. A copy of the site plan is contained in Attachment A. For purposes of this traffic evaluation, the project is anticipated to be built and occupied in the year 2027.

All restaurant and office vehicles will park at the existing parking garage. Parking will be available for all users on a first come basis (no designated areas for office employees and/or restaurant customers).

The following tasks were undertaken as part of this evaluation:

8400 N. University Drive, Suite 309, Tamarac, FL 33321 T: 954-582-0988 F: 954-582-0989

- Documented the existing lane geometry of the study area. A total of four (4) intersections were evaluated as part of this study. Figure 2 depicts the existing lane geometry of the study intersections.

- Collected intersection turning movement counts during the critical peak periods (7:00 AM to 9:00 AM) and (4:00 PM to 6:00 PM) at the following locations:

  - NW 87th Avenue NW 36th Street (signalized)
  - 8400 Block & NW 36th Street (stop controlled)
  - Full Opening E of 8400 Block (signalized)
  - NW 82nd Avenue & NW 36th Street (signalized)
  - NW 83rd Avenue & NW 36th Street (signalized)

  The above traffic counts were recorded on Wednesday, February 28, 2024 and on Wednesday, May 28, 2025. The traffic counts were adjusted by utilizing peak season factors of 1.00 and 1.09 based on FDOT's peak season adjustment factors. Figure 3 shows the results of the AM and PM peak hour traffic counts. These traffic counts are included in Attachment B.

- Obtained the signal timing plan from Miami-Dade County Traffic Engineering Division. Attachment B contains the signal timing plan for the signalized intersections located within the study area.

- Determined the trip generation of the proposed land use intensity using the trip generation equations/rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). Tables 1 and 2 document the trip generation associated with the existing and proposed development.

TABLE 1 Trip Generation Summary Existing Land Use								
			AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Daily Trips**	**Total Trips**	**Inbound**	**Outbound**	**Total Trips**	**Inbound**	**Outbound**
Office (710- General Office Building)	222,763	2,329	333	293	40	323	55	268
External Trips		**2,329**	**333**	**293**	**40**	**323**	**55**	**268**

Source: ITE Trip Generation Manual (11th Edition).

TABLE 2 Trip Generation Summary Proposed Land Uses								
			AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Daily Trips**	**Total Trips**	**Inbound**	**Outbound**	**Total Trips**	**Inbound**	**Outbound**
Restaurant 1 (LUC 931 - Fine Restaurant)	8,377	702	6	3	3	65	44	21
Restaurant 2 (LUC 930 - Fast Casual)	1,462	142	2	1	1	10	6	4
Restaurant 5 (LUC 930 - Fast Casual)	2,285	222	3	2	1	25	14	11
Restaurant 3 (LUC 932 - High-Turnover)	4,002	429	38	21	17	36	22	14
Restaurant 4 (LUC 932 - High-Turnover)	3,439	369	33	18	15	31	19	12
Office (712- Small Office Building)	6,428	92	11	6	5	14	5	9
Subtotal		**1,956**	**93**	**51**	**42**	**181**	**110**	**71**
Internal Existing + Proposed (10%/2%)		3,394	289	271	18	314	50	264
Driveway Volumes		**5,350**	**382**	**322**	**60**	**495**	**160**	**335**
Pass-by (Rest-43%)		-756	0	0	0	-70	-44	-26
External Trips		**4,594**	**382**	**322**	**60**	**425**	**116**	**309**

Source: ITE Trip Generation Manual (11th Edition).
Note: As documented in the ITE Trip Generation Handbook (3rd Edition) – pertinent sections attached herein, the 43% pass-by was applied to all restaurants.

Difference in Trips		**2,265**	**49**	**29**	**20**	**102**	**61**	**41**

ITE Land Use Code 710 - General Office Building
Daily Trips: Ln(T)=0.87Ln(X)+3.05, X = 1,000 square feet
AM Peak: Ln(T)=0.86Ln(X)+1.16 (88% inbound and 12% outbound), X = 1,000 square feet
PM Peak: Ln(T)=0.83Ln(X)+1.29 (17% inbound and 83% outbound), X = 1,000 square feet

ITE Land Use Code 931 - Fine Restaurant
Daily Trips: T = 83.84 (X), X = 1,000 square feet
AM Peak: T = 0.73 (X) (50% inbound and 50% outbound), X = 1,000 square feet
PM Peak: T = 7.8 (X) (67% inbound and 33% outbound), X = 1,000 square feet

ITE Land Use Code 930 - Fast Casual
Daily Trips: T = 97.14 (X), X = 1,000 square feet
AM Peak: T = 1.43 (X) (50% inbound and 50% outbound), X = 1,000 square feet
PM Peak: T = 17.96 (X) -15.94 (55% inbound and 45% outbound), X = 1,000 square feet

ITE Land Use Code 932 - High-Turnover
Daily Trips: T = 107.20 (X), X = 1,000 square feet
AM Peak: T = 9.57 (X) (55% inbound and 45% outbound), X = 1,000 square feet
PM Peak: T = 9.05(X) (61% inbound and 39% outbound), X = 1,000 square feet

ITE Land Use Code 712 - Small Office Building
Daily Trips: T = 14.39 (X), X = 1,000 square feet
AM Peak: T = 1.67 (X) (82% inbound and 18% outbound), X = 1,000 square feet
PM Peak: T = 2.16(X) (34% inbound and 66% outbound), X = 1,000 square feet

- As indicated at the end of Table 2, the proposed development is projected to generate approximately 2,265 daily trips, approximately 49 AM peak hour trips (29 inbound and 20 outbound) and approximately 102 trips during the typical afternoon peak hour (61 inbound and 41 outbound).

- The project's peak-hour trips documented in Table 2 were distributed and assigned to the study area based on Miami-Dade County's Cardinal Distribution information for the study area. Table 3 summarizes the County's cardinal distribution data for Traffic Analysis Zone 720, which is applicable

TABLE 3 Project Trip Distribution TAZ # 720 8400 NW 36 Street								
Year	Movement							
	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	18.0%	11.9%	17.6%	11.5%	20.1%	8.7%	5.8%	6.4%
2045	16.7%	12.4%	17.9%	11.5%	18.8%	10.5%	4.4%	8.0%
2027*	17.5%	12.1%	17.7%	11.5%	19.6%	9.4%	5.2%	7.0%

*Note: * Interpolated Values*
Source: Miami-Dade County (2015 & 2045 SERPM)

Project traffic was distributed as follows:

- 7% from the north via NW 87th Avenue
- 20% from the south via NW 87th Avenue
- 16% from the north via NW 82nd Avenue
- 12% from the south via NW 82nd Avenue
- 30% from the east via NW 36th Street
- 15% from the west via NW 36th Street

Figure 4 documents the project traffic assignment based on the above traffic percentages.

- Figures 5 and 6 present the future traffic volumes for the study area. Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the proposed development.

- The background traffic includes peak season adjustment factor, traffic growth based on historical traffic data (from 2013 to 2022) within the study area and trips from nearby committed developments, Doral Center (fka Doral Gateway) (DR 2024005516), AMLI Ocean Bank (DR 2024003938), ABC Fine Wine and Liquor Store (DR 2023001331), Westside Doral/8300 NW 33rd Street, Doral (DR 2024006447) and Doral Chick-Fill-A (DR 2022008308). Detailed information is available in Attachment C.

- The future traffic projections for the study intersections are presented in tabular format in Attachment D.

- In order to determine the impacts created by the proposed development to the study intersections and project driveway, capacity/level of service analyses were undertaken using the SYNCHRO software. The results of the capacity/level of service analyses are presented in Table 4A. The SYNCHRO outputs are contained in Attachment E.

TABLE 4A
Level of Service Analyses
Doral Concourse

Intersection	Time Period	EASTBOUND Approach		WESTBOUND Approach		NORTHBOUND Approach		SOUTHBOUND Approach		Intersection LOS	Intersection Delay (sec)
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay		
101: NW 87 Avenue & NW 36 Street	AM	D/D/D	41.6/42.7/42.9	D/D/D	46.5/47.4/47.6	F/F/F	83.9/90.9/91.8	F/F/F	109.3/126.2/126.1	E/E/E	62.0/67.2/67.4
	PM	D/D/D	51.6/53.4/53.7	D/D/D	48.8/50.3/50.6	E/F/F	78.3/82.3/83.1	F/F/F	132/157.6/157.4	E/F/F	75.5/83.3/83.6
102: NW 8400 Block & NW 36 Street	AM	A/A/A	4.7/5.4/5.5	A/A/A	5.7/5.8/5.8	F/F/F	88.2/88.2/88.2	F/F/F	86.8/86.8/86.8	A/A/A	6.3/6.7/6.8
	PM	A/A/A	5.0/5.3/5.4	A/A/A	7.6/7.8/7.9	F/F/F	88.2/88.2/88.2	F/F/F	88.1/88.2/88.2	B/B/B	10.8/11.0/11.1
103: Median Opening & NW 36 Street	AM					D/D/F	27.6/34.8/-	A/A/A	0/0/0		
	PM					D/E/F	31.8/37.7/-	C/C/F	21.1/22.7/-		
104: NW 82 Avenue & NW 36 Street	AM	B/B/B	14.1/18.0/18.2	B/B/B	14.7/17.3/17.5	E/E/E	56.3/55.1/55.2	F/F/F	87.9/90.6/92.6	C/C/C	24.2/26.9/27.3
	PM	A/B/B	9.1/10.6/10.8	A/B/B	7.7/12.1/12.5	F/F/F	216/234.3/239.0	F/F/F	117/130.5/138.0	D/E/E	54.9/61.4/63.0
105: NW 83rd Avenue & NW 36 Street*	AM	A/A/A	7.5/7.7/7.7	A/A/A	0.5/0.5/0.5	E/E/E	78.9/78.8/78.8			A/A/A	5.6/5.6/5.6
	PM	C/C/C	23.1/23.6/23.7	A/A/A	1.4/1.6/1.6	E/E/E	69.9/69.9/69.9			B/B/B	15.7/16.1/16.0

SOURCE: SYNCHRO. LEGEND: 2024 Existing /2027 Background/2027 Future Total

** 2025 Existing*

In summary, and as presented in Table 4A, in the year 2027 with the proposed project in place, three intersections are expected to fail with and without the project in place.

NW 87th Avenue & NW 36th Street is expected to fail during both AM and PM peak hours, and NW 82nd Avenue & NW 36th Street is expected to fail during the PM peak hour. These two intersections are expected to operate deficiently without the project in place (i.e., background failures). Furthermore, the increase in delay due to the project trips is minimal (less than five seconds).

The northbound and southbound approaches at the intersection of NW 36th Street & Median Opening (project access) are expected to fail under future conditions with the proposed project in place. A signal warrant study dated January 22, 2025, was conducted and submitted to Miami Dade County. Through discussions with Miami-Dade County, it was determined that the main intersection access driveway should be signalized as reflected in the updated signal warrant study dated February 5, 2025. It is recommended that coordination with Miami-Dade County Traffic Signal and Signs Division should be conducted prior to the occupancy of the project to identify the most appropriate cycle length and signal operating plan to minimize traffic spillback with nearby adjacent signalized intersections.

Intersection capacity analyses were conducted at the intersection of NW 36th Street & Median Opening (project access) with signal control for background and future traffic conditions. The new traffic signal was evaluated with three alternatives (180-seconds signal cycle length similar as nearby adjacent intersections, 90 seconds signal cycle length to maintain progression and minimize queues with lead westbound left-turn phase, and 90 seconds signal cycle length with lagging westbound left-turn phase). The results of this analysis are summarized in Tables 4B and 5A. The SYNCHRO outputs are also contained in Attachment E.

TABLE 4B
Level of Service Analyses - Median Opening & NW 36 Street
Doral Concourse

Intersection	Time Period	EASTBOUND Approach		WESTBOUND Approach		NORTHBOUND Approach		SOUTHBOUND Approach		Intersection LOS	Intersection Delay (sec)
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay		
103: Median Opening & NW 36 Street (Traffic Signal - Cycle: 180 Sec)	AM	A/B	3.0/12.8	A/B	7.8/12.3	F/F	85.5/83.6	A/A	0/0	A/B	6.4/14.5
	PM	A/C	9.1/23.0	A/B	2.8/12.7	F/D	82.2/80.0	E/E	78.3/59.7	A/C	9.4/25.8
103: Median Opening & NW 36 Street (Traffic Signal - Cycle: 90 Sec)	AM	A/A	4.5/9.4	A/B	7.0/11.4	D/D	41.4/ 40.2	A/A	0/0	A/B	6.2/11.2
	PM	B/C	12.9/27.6	A/A	3.7/7.2	D/D	39.2/52.5	D/C	39.2/31.3	B/C	10.1/22.6
103: Median Opening & NW 36 Street (Traffic Signal - Cycle: 90 Sec & Lagging)	AM	A/A	6.8/10.7	A/A	4.5/6.6	D/D	41.4/40.2	A/A	0/0	A/A	6.2/9.6
	PM	B/C	12.9/27.6	A/A	3.8/8.0	D/D	39.2/52.2	D/C	37.6/31.3	B/C	10.1/22.9

SOURCE: SYNCHRO. LEGEND: 2027 Background Conditions + Signal / 2027 Future Total + Signal

TABLE 5A
Doral Concourse
Future 95th Percentile Queues

Intersection	Time Period	EASTBOUND T		WESTBOUND T	
		Link Distance (ft)	95th percentile (ft)	Link Distance (ft)	95th percentile (ft)
103: Median Opening & NW 36 Street (Traffic Signal - Cycle: 180 Sec)	AM			350	544
	PM				321
103: Median Opening & NW 36 Street (Traffic Signal - Cycle: 90 Sec)	AM			350	511
	PM				148
103: Median Opening & NW 36 Street (Traffic Signal - Cycle: 90 Sec & Lagging)	AM			350	332
	PM				148
105: NW 83rd Avenue & NW 36 Street	AM	350	213		
	PM		363		

Table 5B summarizes the 95th percentile vehicle queue at the turning bays affected by the proposed project trips.

TABLE 5B
Doral Concourse
95th Percentile Queues

Intersection	Time Period	NORTHBOUND				SOUTHBOUND		EASTBOUND				WESTBOUND	
		L		R		L		L		R		L	
		Storage (ft)	95th percentile (ft)	Storage (ft)	95th percentile (ft)	Storage (ft)	95th percentile (ft)	Storage (ft)	95th percentile (ft)	Storage (ft)	95th percentile (ft)	Storage (ft)	95th percentile (ft)
101: NW 87 Avenue & NW 36 Street	AM			250	156/182/185	200	92/95/96			200	398/428/428		
	PM				271/299/313(1)		122/125/128				220/231/234 (1)		
103: Median Opening & NW 36 Street	AM									250	0/0/0	100	10/84/554
	PM										0/0/0		26/32/238
104: NW 82 Avenue & NW 36 Street	AM	180	110/112/117					165	74/75/77				
	PM		#269/#286/#287 (1)						22/25/35				

* Existing and Background queues extend beyond the storage bay

(1): Background queues extend beyond the length of existing bay.

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

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

Turn Lane Evaluation

A turn lane analysis was performed using the FDOT 2019 Access Management Guidebook and AASHTO 7th edition for the proposed access driveways.

A Right Turn Deceleration Lane based on FDOT Access Management Guidebook (2019), for roadways with posted speed limit of 45 mph or less, right-turn lane is recommended if the development generates 80-125 trips in the peak hour.

Following AASHTO 7th edition, left turn lane in compliance with the Florida's Green Book shall be provided at each access point if the traffic volumes summarized in Table 6 are met.

Table 6
Left-turn Lane Criteria

Left-turn Volume	Through Volume *
25	200
30	150
35	150
40	150
45	150
50 or more	100

Source: AASHTO 7th edition

* Three-legged intersection

\- Major road volume

Based on the anticipated peak hour trips for the driveway at build-out conditions (refer to Figure 4b), the following can be concluded as shown in Table 7, dedicated turn lanes are warranted. Note that exclusive Eastbound right-turn and Westbound left-turn lanes are already provided. Furthermore, EBR and WLT queues are not expected to exceed the existing length of the turning lanes.

Table 7 Doral Concourse Need for Turming Lanes								
Location	**Jurisdiction**	**RT Volume Requirement (vph)***	**RT Volume (vph)****	**RT Lane Required ?**	**LT and TH Volume Requirements (vph)***	**LT Volume (vph)****	**TH Volume (vph)****	**LT Lane Required ?**
NW 36 Street	MDC	80	125/67	Yes	See Table 5	197/93	1,824/1,827	Yes

* Source: AASHTO 7th edition and FDOT 2019 Access Management Guidebook
** Volumes extracted from Figure 4b and Synchro outputs

Pedestrian Features and Transit Routes

In reviewing the immediate area within the proposed project site, the following pedestrian features are found:

- Existing sidewalks along the north and south sides of NW 36th Street.
- Pedestrian crosswalks to cross all legs are provided at the signalized intersections of NW 36th Street & 8400 Block and NW 36th Street & NW 82nd Avenue.
- Pedestrian crosswalk on the south leg is provided at the unsignalized intersection of NW 36th Street and Median Opening (project driveway).

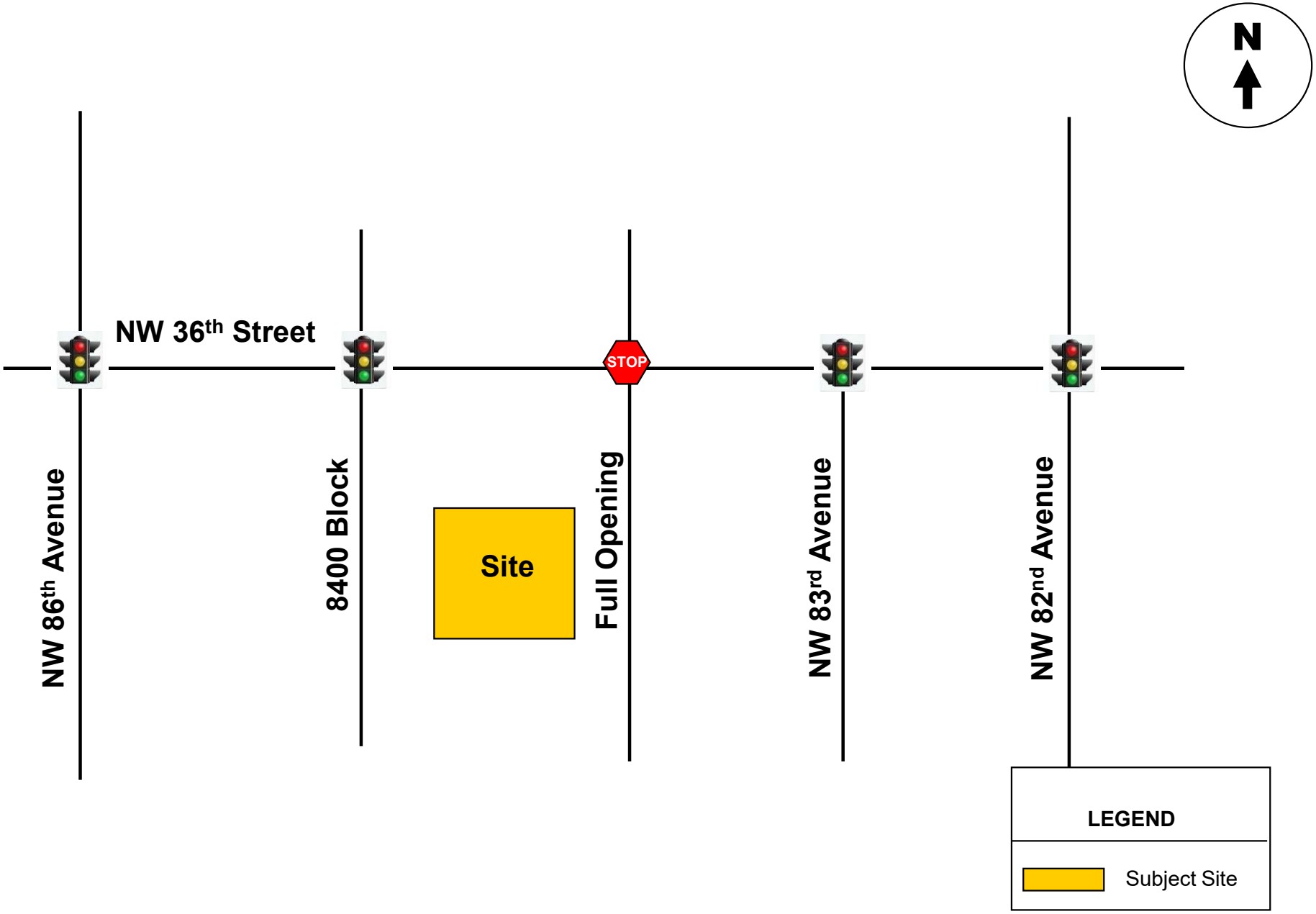
Miami-Dade County Transit routes 95 and 132, and City of Doral Trolley route DLOOP2 travel along NW 36th Street. There is a stop on the south side of NW 36th Street, just in front of the project site. Other transit stops are located approximately ¼ mile from the project site.

Please give me a call if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

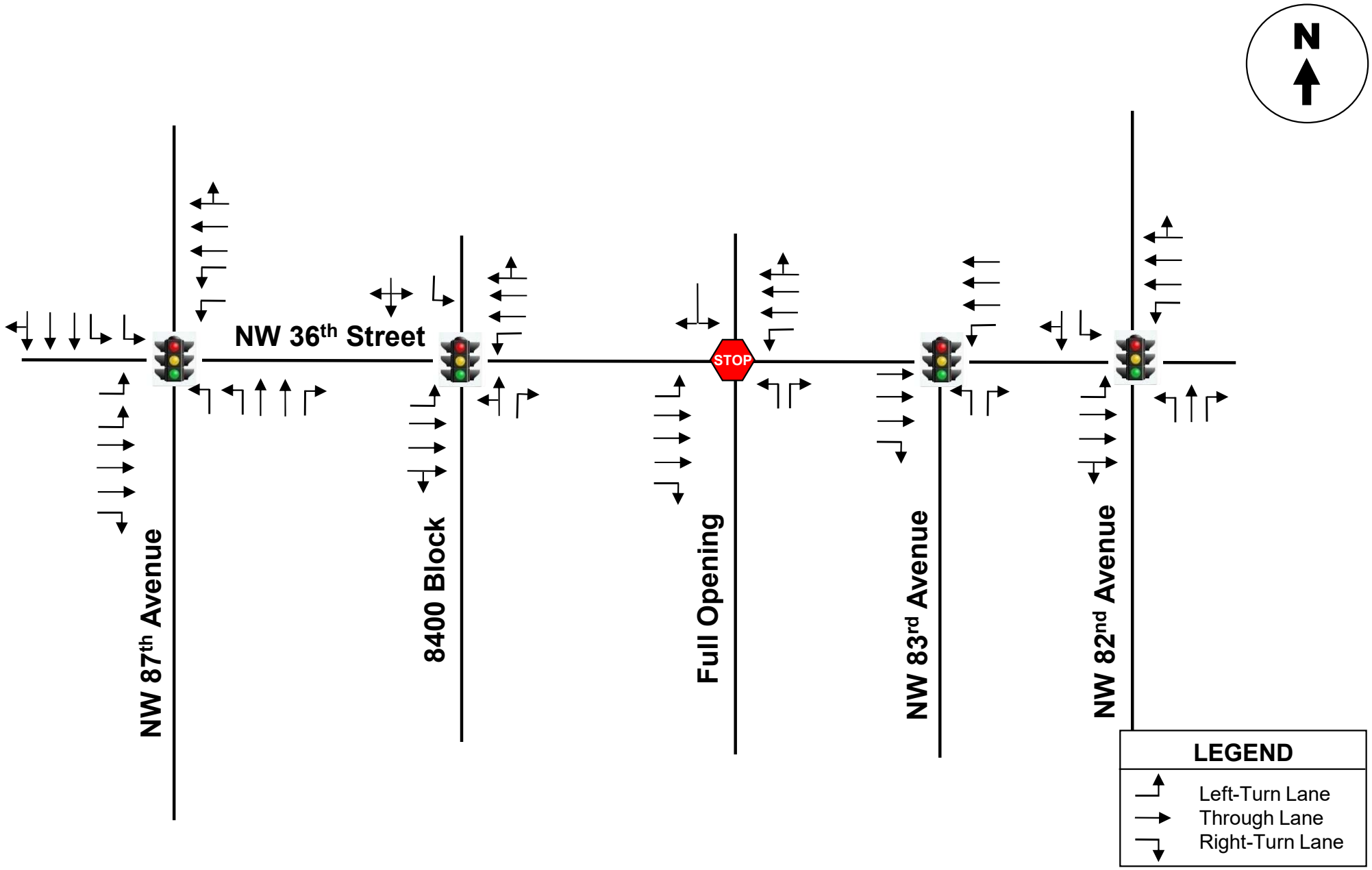
Joaquin E. Vargas, P.E.
Senior Transportation Engineer



TRAFTECH ENGINEERING, INC.

PROJECT LOCATION MAP

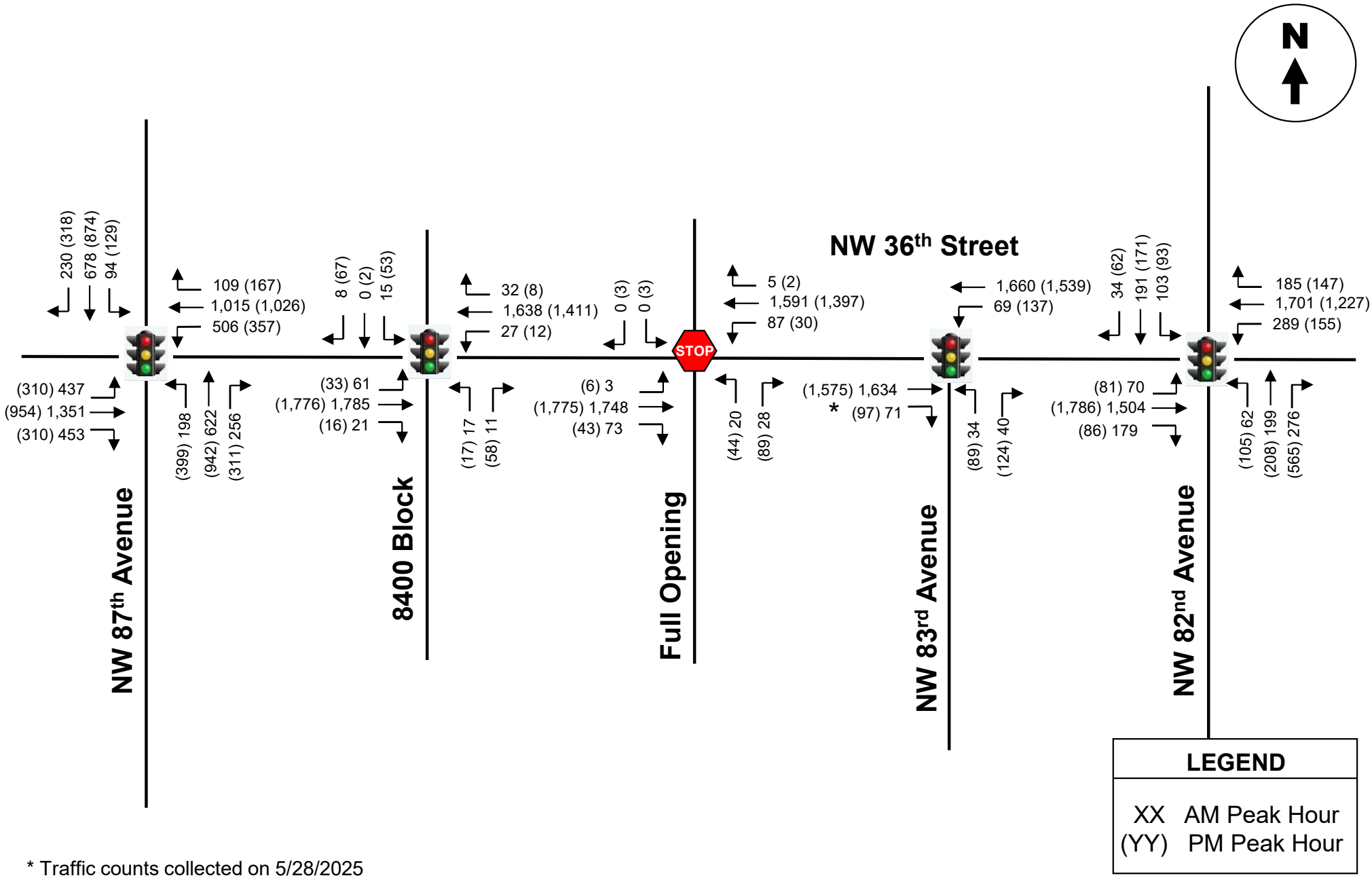
FIGURE 1
Doral Concourse
Doral, Florida



TRAFTECH ENGINEERING, INC.

EXISTING LANE GEOMETRY

FIGURE 2
Doral Concourse
Doral, Florida

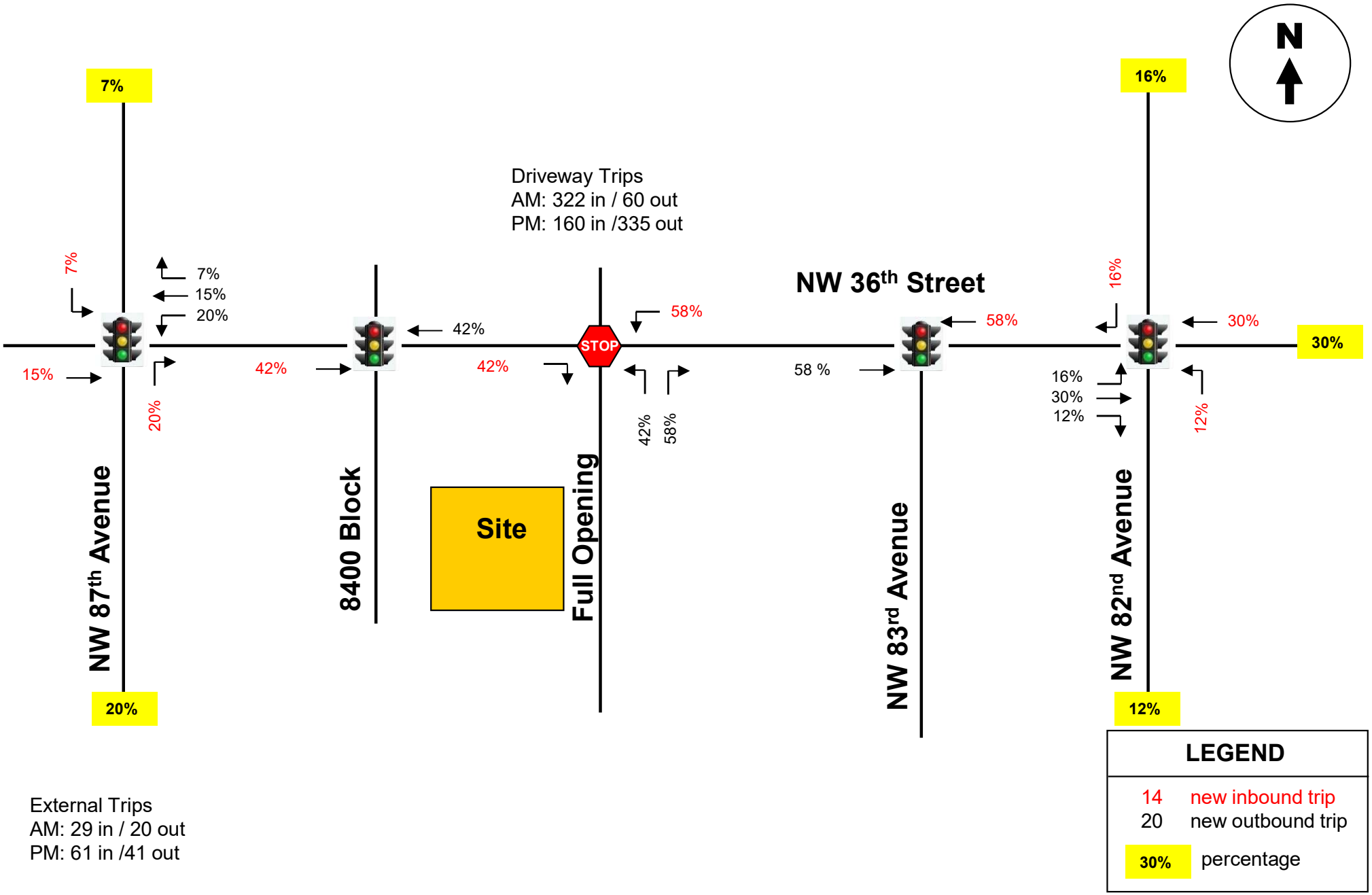


* Traffic counts collected on 5/28/2025

TRAFTECH ENGINEERING, INC.

EXISTING TRAFFIC COUNTS – AM & (PM) Peak Hour

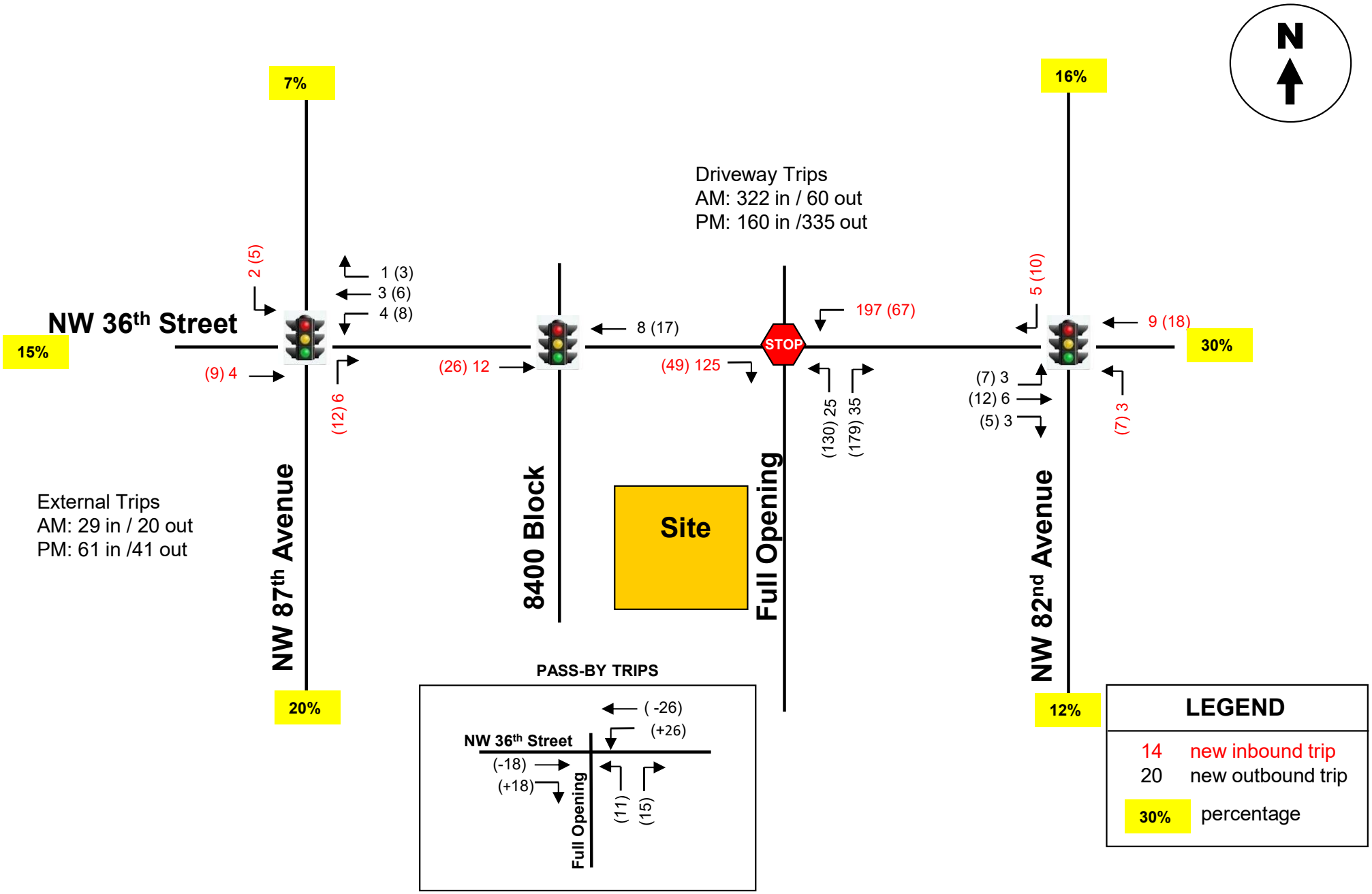
FIGURE 3
Doral Concourse
Doral, Florida



TRAFTECH ENGINEERING, INC.

NEW PROJECT TRAFFIC ASSIGNMENT
Weekday New Peak Hour Trips AM & (PM)

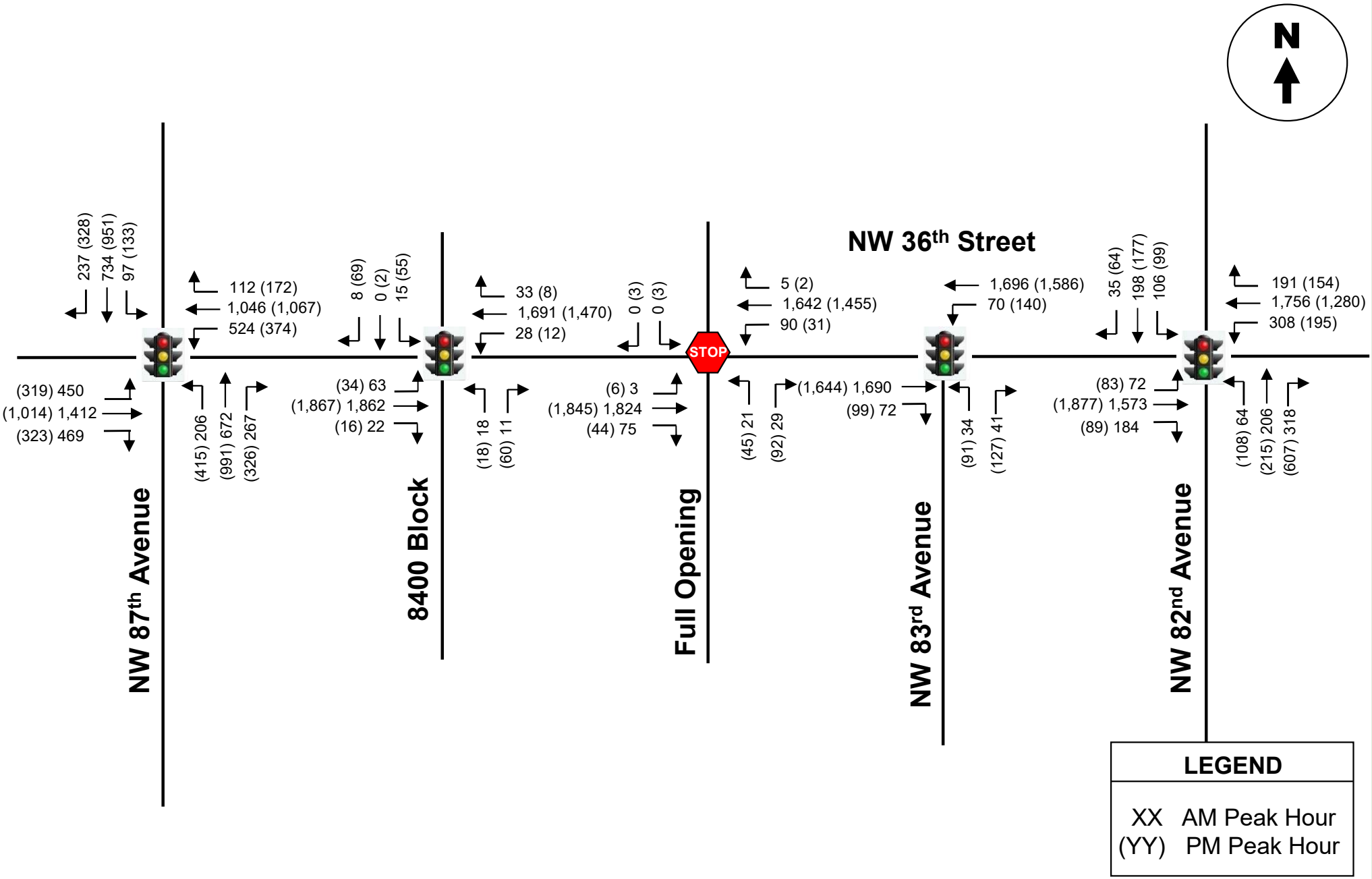
FIGURE 4A
Doral Concourse
Doral, Florida



TRAFTECH ENGINEERING, INC.

NEW PROJECT TRAFFIC ASSIGNMENT
Weekday New Peak Hour Trips AM & (PM)

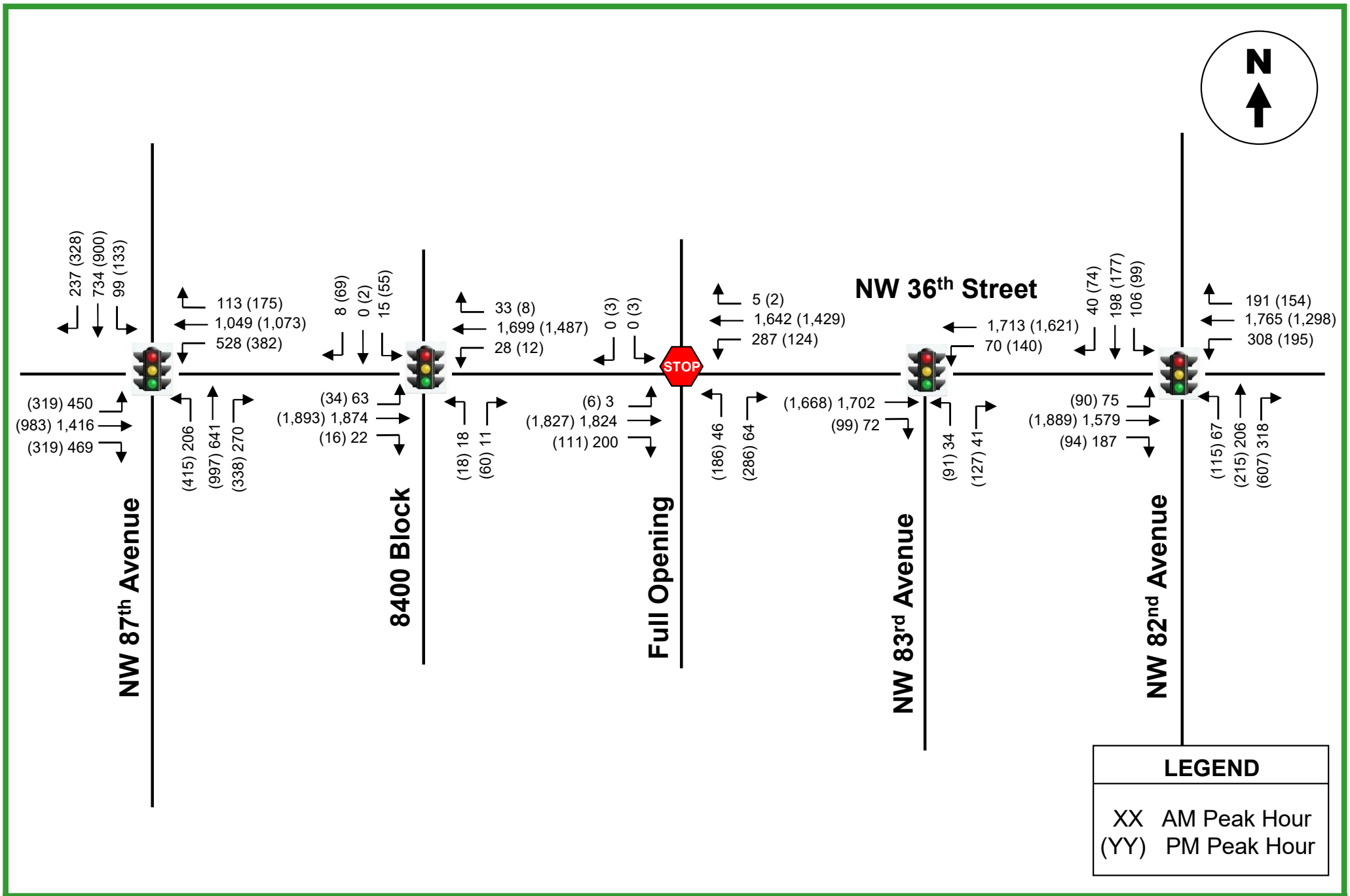
FIGURE 4B
Doral Concourse
Doral, Florida



TRAFTECH ENGINEERING, INC.

BACKGROUND TRAFFIC – Year 2027
AM & (PM) Peak Hour

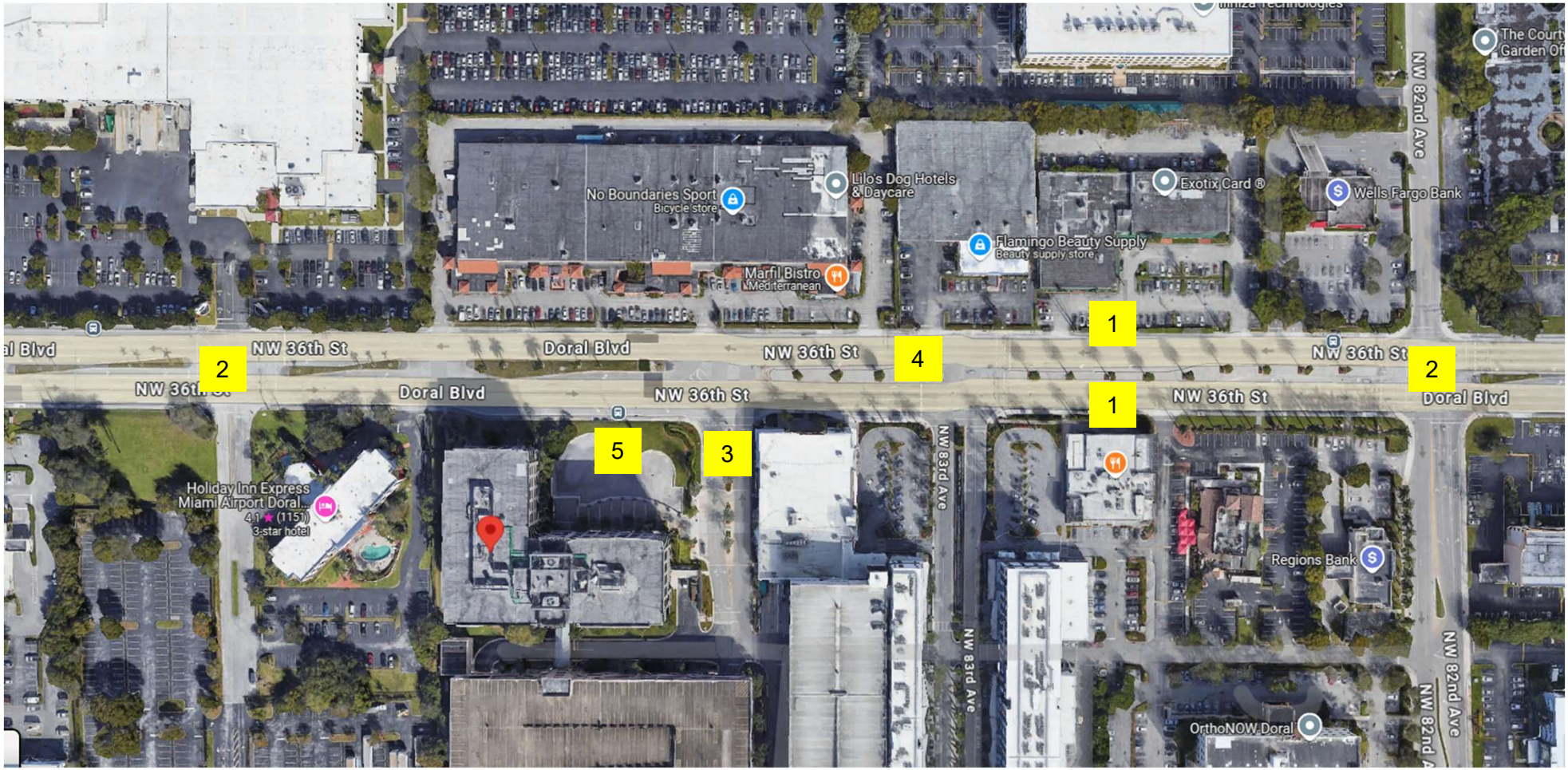
FIGURE 5
Doral Concourse
Doral, Florida



TRAFTECH ENGINEERING, INC.

TOTAL TRAFFIC VOLUMES
(Year 2027 Peak Season)

FIGURE 6
Doral Concourse
Doral, Florida



1. Sidewalks along the north and south sides of NW 36th Street
2. Pedestrian crosswalks to cross NW 36th Street & 8400 Block and NW 36th Street & NW 82nd Avenue
3. Pedestrian crosswalk on the south leg of NW 36th Street and Median Opening (project driveway
4. Transit routes 95 and 132, and City of Doral Trolley route DLOOP2 travel along NW 36th Street
5. Bus stop on the south side of NW 36th Street

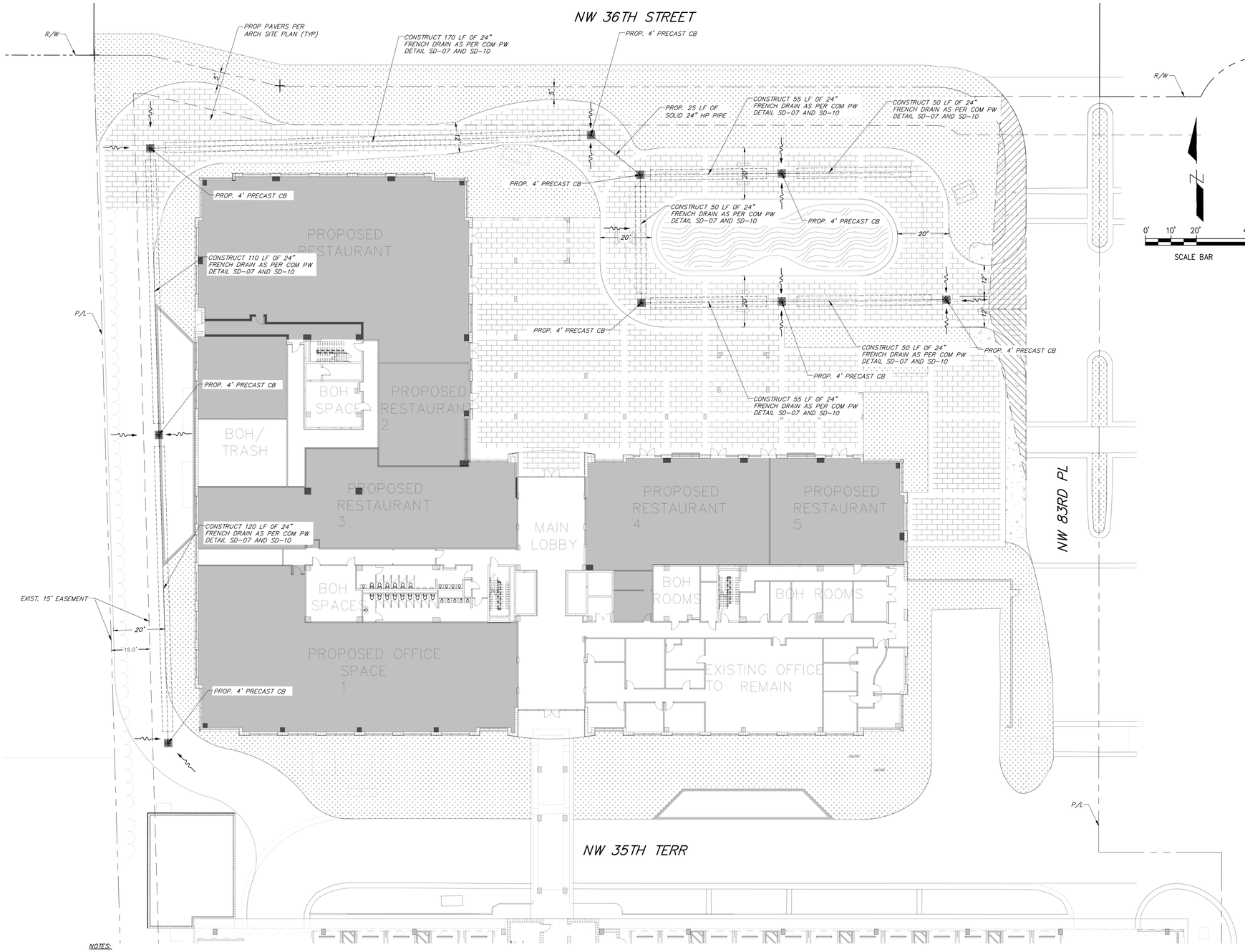
TRAFTECH ENGINEERING, INC.

PEDESTRIAN GENERATORS AND TRANSIT FACILITIES

FIGURE 7
Doral Concourse
Doral, Florida

Attachement A

Site Plan
Doral Concourse



Sunshine811

Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.

Check positive response codes before you dig!

NOTES:

1. VERTICAL INFORMATION HEREON IS RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
2. REFER TO OFF-SITE RESTORATION PLANS FOR ADDITIONAL RESTORATION WORK TO BE PERFORMED ALONG NW 83RD PLACE.
3. ALL RESTORATION WORK PERFORMED WITHIN THE RIGHT-OF-WAY SHALL ADHERE TO THE CITY OF DORAL DEPARTMENT OF RESILIENCY AND PUBLIC WORKS MINIMUM STANDARDS.

PAVING, GRADING, & DRAINAGE

SCALE: 1" = 20'

LEGEND

BOP	BOTTOM OF PIPE	GV	GATE VALVE	RIM	RIM OF STRUCTURE		
BOT	BOTTOM	GRD	FINISH GRADE	RPZ	REDUCED PRESSURE ZONE		
CB	CATCH BASIN	IE	INVERT ELEVATION		BACKFLOW PREVENTER		
CMH	CONFLICT MANHOLE	INV	INVERT OF PIPE	R/W	RIGHT OF WAY		
CMP	CORRUGATED METAL PIPE	LF	LINEAR FEET	STR	STRUCTURE		
CONC	CONCRETE	MAS	MAINTENANCE ACCESS STRUCTURE	TOP	TOP OF PIPE		
DDCV	DOUBLE DETECTOR CHECK VALVE			TYP	TYPICAL		
DIP	DUCTILE IRON PIPE	NAVD	NORTH AMERICAN VERTICAL DATUM OF 1988	WM	WATER MAIN		
ELEV	ELEVATION			W/	WITH		
EXIST	EXISTING	OUT	OUTFALL				
FDC	FIRE DEPARTMENT CONNECTION	℄	PROPERTY LINE				
FFE	FINISHED FLOOR ELEVATION	PVC	POLYVINYL CHLORIDE PIPE				
FH	FIRE HYDRANT	PROP	PROPOSED				
FT	FEET	RE	RIM ELEVATION				

.38	EXIST GRADE (FT-NAVD)	CONCRETE	PROPERTY LINE
15.32	PROP GRADE (FT-NAVD)	SOD	EASEMENT LINE
1	CONFLICT MARKER	ASPHALT PAVEMENT	R/W LINE
	FLOW ARROW	PAVERS	
	TYPE "F" CONC CURB & GUTTER		
	TYPE "D" CONC CURB		

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09/04/2024

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(786) 327-6176

ENGINEER OF RECORD
ROBERTO LAMAZARES, P.E.
No. 86416

PROJECT INFORMATION:

DORAL CONCOURSE

SITE PLAN SUBMITTAL

#2

3332 NW 5TH AVE, MIAMI, FL 33127

REVISIONS:

Rev.	Date	Description

JOB NO.:

DRAWN BY: R.L.

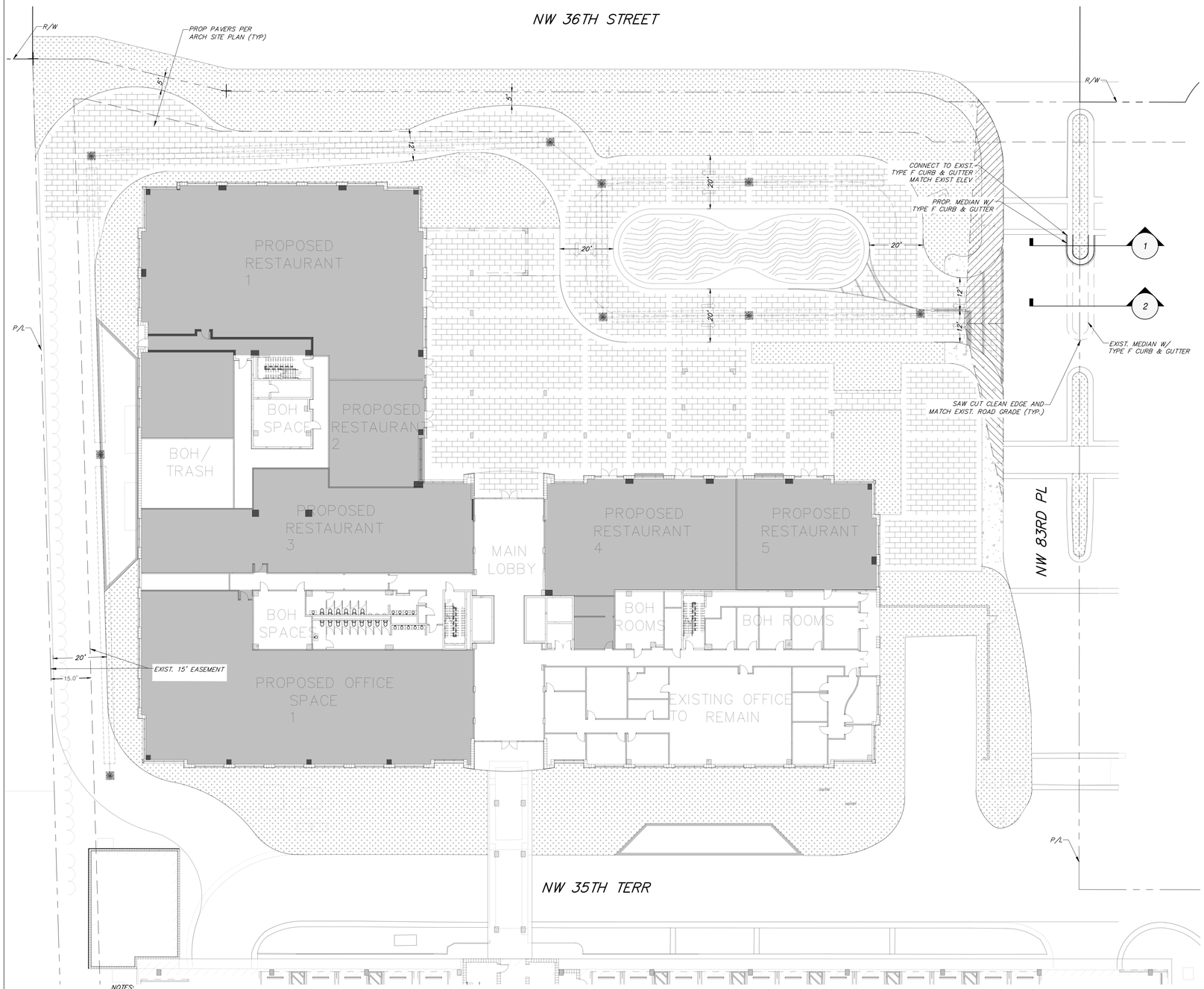
SCALE: AS SHOWN

DATE: 12/18/2024

SHEET NO.:

C-1

PAVING, GRADING, & DRAINAGE



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ROADWAY RECONSTRUCTION

SCALE: 1" = 20'

LEGEND

BOP	BOTTOM OF PIPE	GV	GATE VALVE	RIM	RIM OF STRUCTURE		
BOT	BOTTOM	GRD	FINISH GRADE	RPZ	REDUCED PRESSURE ZONE BACKFLOW PREVENTER		
CB	CATCH BASIN	IE	INVERT ELEVATION				
CMH	CONFLICT MANHOLE	INV	INVERT OF PIPE	R/W	RIGHT OF WAY		
CMP	CORRUGATED METAL PIPE	LF	LINEAR FEET	STR	STRUCTURE		
CONC	CONCRETE	MAS	MAINTENANCE ACCESS STRUCTURE	TOP	TOP OF PIPE		
DDCV	DOUBLE DETECTOR CHECK VALVE			TYP	TYPICAL		
DIP	DUCTILE IRON PIPE	NAVD	NORTH AMERICAN VERTICAL DATUM OF 1988	WM	WATER MAIN		
ELEV	ELEVATION			W/	WITH		
EXIST	EXISTING	OUT	OUTFALL				
FDC	FIRE DEPARTMENT CONNECTION	℄	PROPERTY LINE				
FFE	FINISHED FLOOR ELEVATION	PVC	POLYVINYL CHLORIDE PIPE				
FH	FIRE HYDRANT	PROP	PROPOSED				
FT	FEET	RE	RIM ELEVATION				

- EXIST GRADE (FT-NAVD)
- PROP GRADE (FT-NAVD)
- CONFLICT MARKER
- FLOW ARROW
- TYPE "F" CONC CURB & GUTTER
- TYPE "D" CONC CURB
- CONCRETE
- SOD
- ASPHALT PAVEMENT
- PAVERS
- PROPERTY LINE
- EASEMENT LINE
- R/W LINE

- (A) PROP. ASPHALTIC CONCRETE SURFACE COURSE 2" THICK (MIN.) PLACED IN 2 LIFTS
- (B) PROP. PAVERS (PER ARCH SITE PLAN)
- (C) PROP. COMPACTED SUBGRADE
- (D) PROP. BASE COURSE, PRIMED ENTIRE WIDTH
- (E) PROP. 12" STABILIZED SUBGRADE (MIN. LBR 40)
- (F) EXIST. CONCRETE SIDEWALK
- (G) EXIST. COMPACTED SUBGRADE
- (H) EXIST. ASPHALTIC CONCRETE SURFACE
- (I) EXIST. BASE COURSE
- (J) EXIST. STABILIZED SUBGRADE

Sunshine811

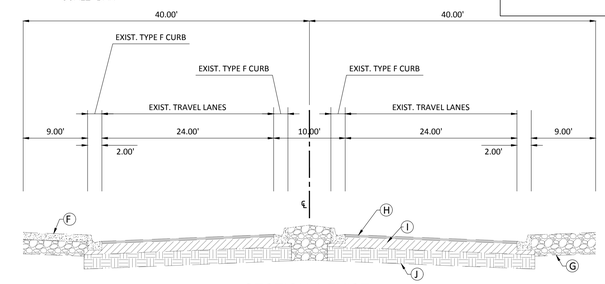
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.

Check positive response codes before you dig!

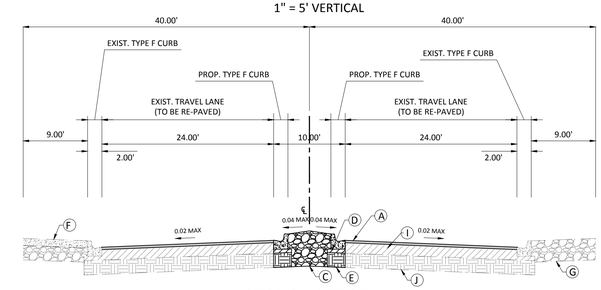
N

0' 10' 20' 40'

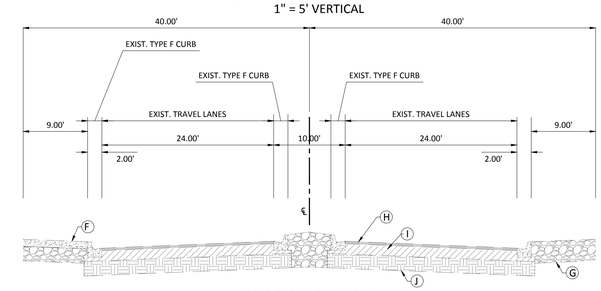
SCALE BAR



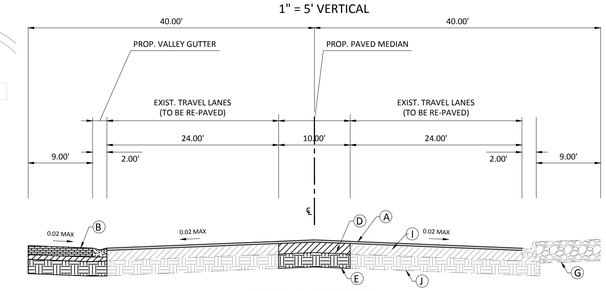
SECTION 1-EXIST.
SCALE: 1" = 10' HORIZONTAL
1" = 5' VERTICAL



SECTION 1-PROP.
SCALE: 1" = 10' HORIZONTAL
1" = 5' VERTICAL



SECTION 2-EXIST.
SCALE: 1" = 10' HORIZONTAL
1" = 5' VERTICAL



SECTION 2-PROP.
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SITE PLAN SUBMITTAL
#2
3332 NW 5TH AVE, MIAMI, FL 33127

REVISIONS:

Rev.	Date	Description

JOB NO.:

DRAWN BY: R.L.

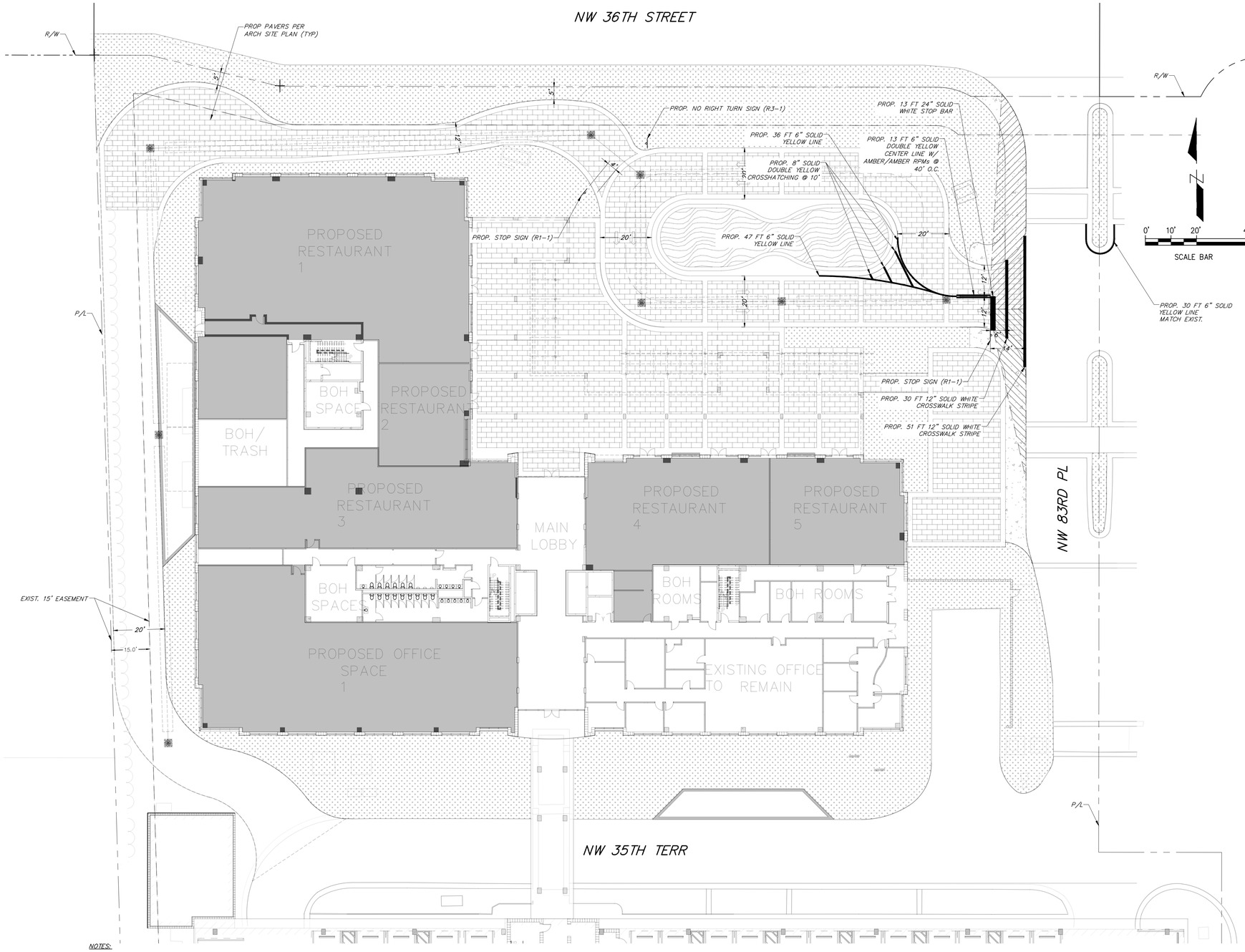
SCALE: AS SHOWN

DATE: 12/18/2024

SHEET NO.:

C-2

ROADWAY RECONSTRUCTION



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PAVEMENT MARKING & SIGNAGE

SCALE: 1" = 20'

LEGEND

BOP	BOTTOM OF PIPE	GV	GATE VALVE	RIM	RIM OF STRUCTURE	.38	EXIST GRADE (FT-NAVD)		CONCRETE		PROPERTY LINE
BOT	BOTTOM	GRD	FINISH GRADE	RPZ	REDUCED PRESSURE ZONE	15.32	PROP GRADE (FT-NAVD)		SOD		EASEMENT LINE
CB	CATCH BASIN	IE	INVERT ELEVATION		BACKFLOW PREVENTER	1	CONFLICT MARKER		ASPHALT PAVEMENT		R/W LINE
CMH	CONFLICT MANHOLE	INV	INVERT OF PIPE	R/W	RIGHT OF WAY		FLOW ARROW		PAVERS		
CMP	CORRUGATED METAL PIPE	LF	LINEAR FEET	STR	STRUCTURE		TYPE "F" CONC CURB & GUTTER				
CONC	CONCRETE	MAS	MAINTENANCE ACCESS STRUCTURE	TOP	TOP OF PIPE		TYPE "D" CONC CURB				
DDCV	DOUBLE DETECTOR CHECK VALVE	NAVD	NORTH AMERICAN VERTICAL DATUM OF 1988	TYP	TYPICAL						
DIP	DUCTILE IRON PIPE	OUT	OUTFALL	WM	WATER MAIN						
ELEV	ELEVATION	℄	PROPERTY LINE	W/	WITH						
EXIST	EXISTING	PVC	POLYVINYL CHLORIDE PIPE								
FDC	FIRE DEPARTMENT CONNECTION	PROP	PROPOSED								
FFE	FINISHED FLOOR ELEVATION	RE	RIM ELEVATION								
FH	FIRE HYDRANT										
FT	FEET										

Sunshine811

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No. 86416

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SITE PLAN SUBMITTAL
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3332 NW 5TH AVE, MIAMI, FL 33127

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JOB NO.:

DRAWN BY: R.L.

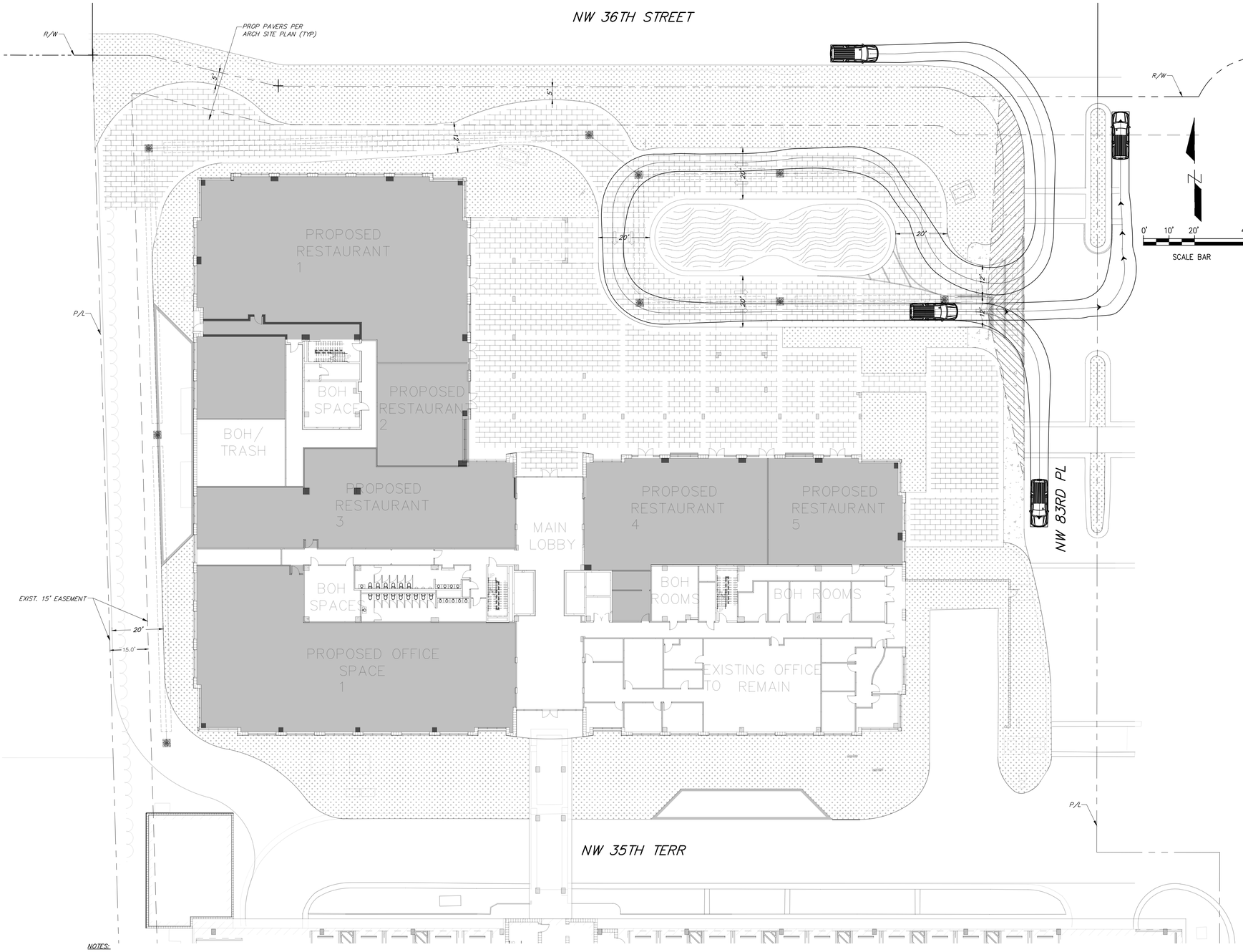
SCALE: AS SHOWN

DATE: 12/18/2024

SHEET NO.:

C-3

PAVEMENT MARKING & SIGNAGE



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CIRCULATION

SCALE: 1" = 20'

Sunshine811

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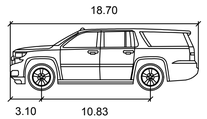
0' 10' 20' 40'

SCALE BAR



Chevrolet Suburban 2018

	feet
Width	: 6.71
Track	: 6.63
Lock to Lock Time	: 6.0
Steering Angle	: 35.4

LEGEND

BOP	BOTTOM OF PIPE	GV	GATE VALVE	RIM	RIM OF STRUCTURE		EXIST GRADE (FT-NAVD)		CONCRETE		PROPERTY LINE
BOT	BOTTOM	GRD	FINISH GRADE	RPZ	REDUCED PRESSURE ZONE		PROP GRADE (FT-NAVD)		SOD		EASEMENT LINE
CB	CATCH BASIN	IE	INVERT ELEVATION		BACKFLOW PREVENTER		CONFLICT MARKER		ASPHALT PAVEMENT		R/W LINE
CMH	CONFLICT MANHOLE	INV	INVERT OF PIPE	R/W	RIGHT OF WAY		FLOW ARROW		PAVERS		
CMP	CORRUGATED METAL PIPE	LF	LINEAR FEET	STR	STRUCTURE		TYPE "F" CONC CURB & GUTTER				
CONC	CONCRETE	MAS	MAINTENANCE ACCESS STRUCTURE	TOP	TOP OF PIPE		TYPE "D" CONC CURB				
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DIP	DUCTILE IRON PIPE	OUT	OUTFALL	WM	WATER MAIN						
ELEV	ELEVATION	℄	PROPERTY LINE	W/	WITH						
EXIST	EXISTING	PVC	POLYVINYL CHLORIDE PIPE								
FDC	FIRE DEPARTMENT CONNECTION	PROP	PROPOSED								
FFE	FINISHED FLOOR ELEVATION	RE	RIM ELEVATION								
FH	FIRE HYDRANT										
FT	FEET										

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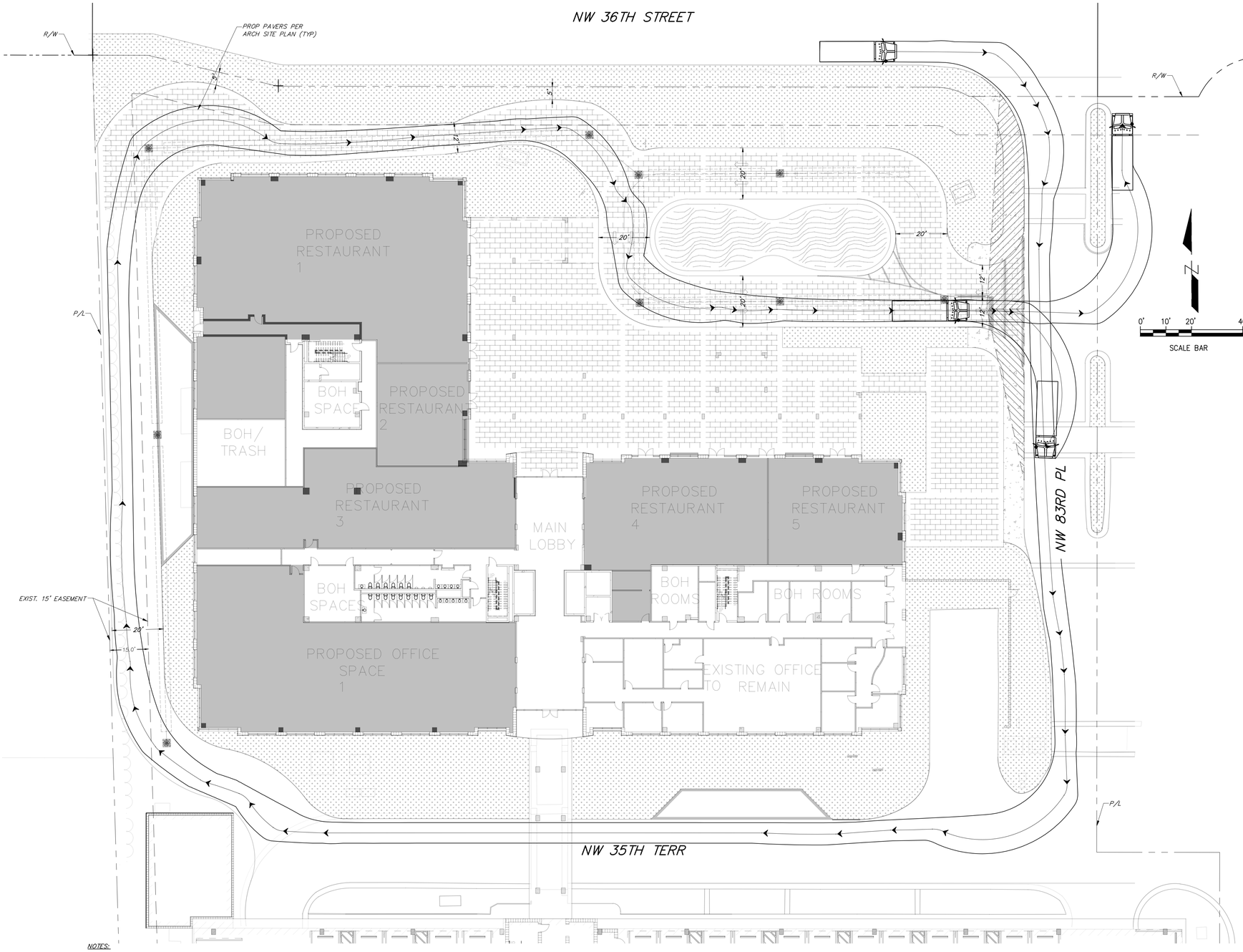
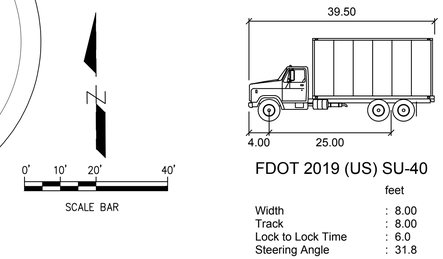
DATE: 12/18/2024

SHEET NO.:

C-4

CIRCULATION





0' 10' 20' 40'
SCALE BAR

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CIRCULATION

SCALE: 1" = 20'

LEGEND

BOP	BOTTOM OF PIPE	GV	GATE VALVE	RIM	RIM OF STRUCTURE	.38	EXIST GRADE (FT-NAVD)	CONCRETE	PROPERTY LINE
BOT	BOTTOM	GRD	FINISH GRADE	RPZ	REDUCED PRESSURE ZONE BACKFLOW PREVENTER	15.32	PROP GRADE (FT-NAVD)	SOD	EASEMENT LINE
CB	CATCH BASIN	IE	INVERT ELEVATION	R/W	RIGHT OF WAY	1	CONFLICT MARKER	ASPHALT PAVEMENT	R/W LINE
CMH	CONFLICT MANHOLE	INV	INVERT OF PIPE	STR	STRUCTURE		FLOW ARROW	PAVERS	
CMP	CORRUGATED METAL PIPE	LF	LINEAR FEET	TOP	TOP OF PIPE		TYPE "F" CONC CURB & GUTTER		
CONC	CONCRETE	MAS	MAINTENANCE ACCESS STRUCTURE	TYP	TYPICAL		TYPE "D" CONC CURB		
DDCV	DOUBLE DETECTOR CHECK VALVE	NAVD	NORTH AMERICAN VERTICAL DATUM OF 1988	WM	WATER MAIN				
DIP	DUCTILE IRON PIPE	OUT	OUTFALL	W/	WITH				
ELEV	ELEVATION	℄	PROPERTY LINE						
EXIST	EXISTING	PVC	POLYVINYL CHLORIDE PIPE						
FDC	FIRE DEPARTMENT CONNECTION	PROP	PROPOSED						
FFE	FINISHED FLOOR ELEVATION	RE	RIM ELEVATION						
FH	FIRE HYDRANT								
FT	FEET								

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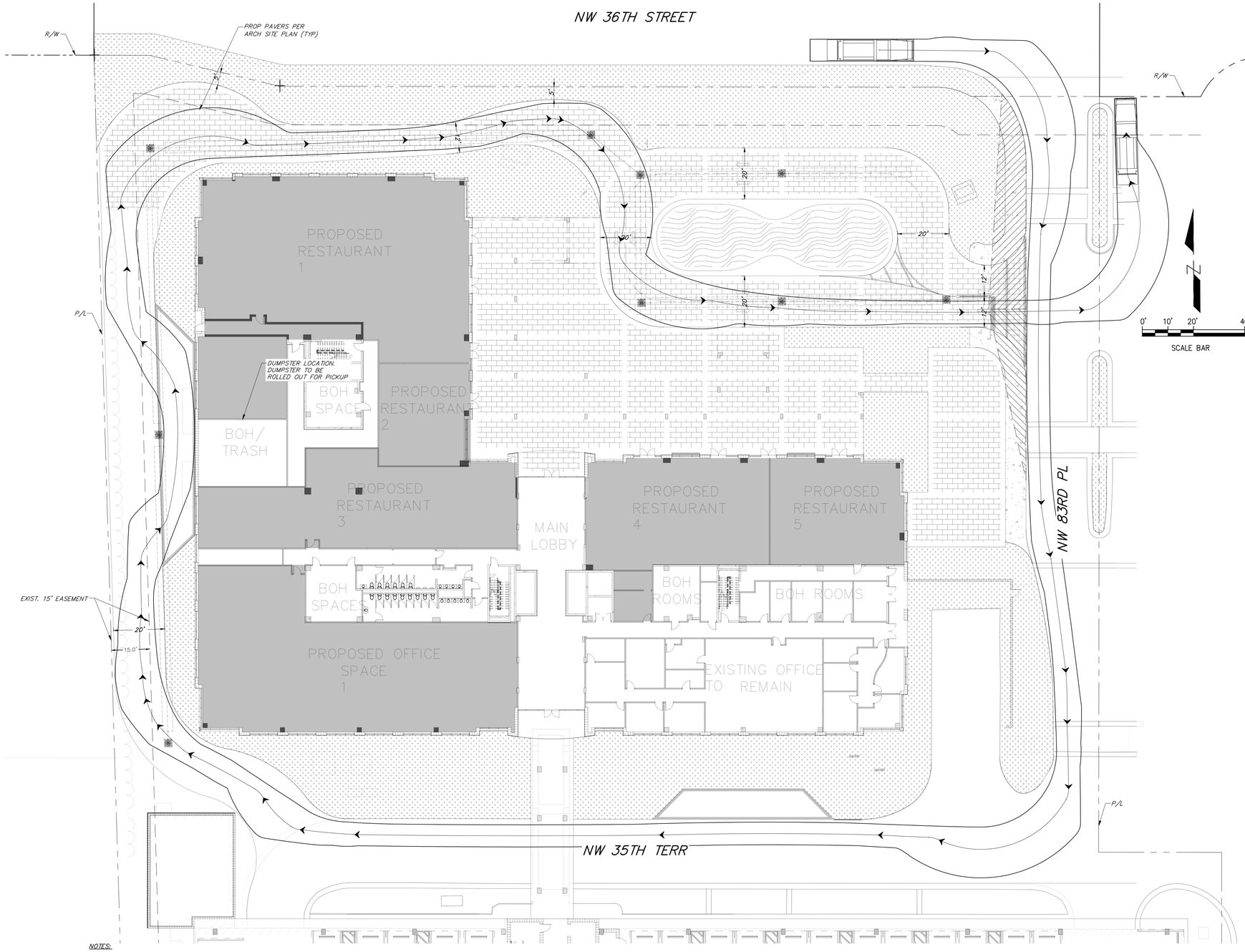
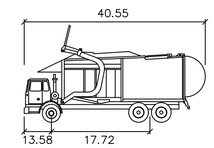
SHEET NO.:

C-5

CIRCULATION





Front Loading Collection truck

	feet
Width	: 8.53
Track	: 8.53
Lock to Lock Time	: 6.0
Steering Angle	: 27.7

Sunshine811

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CIRCULATION

SCALE: 1" = 20'

LEGEND

BOP	BOTTOM OF PIPE	GV	GATE VALVE	RIM	RIM OF STRUCTURE	.38	EXIST GRADE (FT-NAVD)		CONCRETE		PROPERTY LINE
BOT	BOTTOM	GRD	FINISH GRADE	RPZ	REDUCED PRESSURE ZONE	15.32	PROP GRADE (FT-NAVD)		SOD		EASEMENT LINE
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FDC	FIRE DEPARTMENT CONNECTION	PROP	PROPOSED								
FFE	FINISHED FLOOR ELEVATION	RE	RIM ELEVATION								
FH	FIRE HYDRANT										
FT	FEET										

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SHEET NO.:

C-6

CIRCULATION

Attachement B

Traffic Counts and Signal Timing

Traff Tech Engineering Inc.

File Name : 2- 8400 Block & NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	8400 Block From North					NW 36th Street From East					8400 Block From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	2	0	4	0	6	3	330	2	1	336	5	0	0	0	5	2	412	5	2	421	768
07:15	2	0	1	0	3	4	355	5	1	365	2	0	3	0	5	4	380	9	0	393	766
07:30	1	0	3	0	4	9	379	13	0	401	1	0	2	0	3	9	431	6	2	448	856
07:45	0	0	4	0	4	10	433	5	1	449	3	0	3	0	6	8	422	12	2	444	903
Total	5	0	12	0	17	26	1497	25	3	1551	11	0	8	0	19	23	1645	32	6	1706	3293
08:00	4	0	3	0	7	9	398	5	1	413	4	0	5	0	9	5	403	9	7	424	853
08:15	2	0	2	0	4	6	424	6	1	437	0	0	7	0	7	6	467	10	9	492	940
08:30	2	0	6	0	8	7	383	8	0	398	4	0	2	0	6	2	493	3	9	507	919
08:45	5	0	1	0	6	12	347	8	2	369	4	0	3	0	7	6	465	8	4	483	865
Total	13	0	12	0	25	34	1552	27	4	1617	12	0	17	0	29	19	1828	30	29	1906	3577
*** BREAK ***																					
16:00	22	0	18	0	40	5	389	1	1	396	9	0	5	0	14	6	467	2	11	486	936
16:15	11	0	5	0	16	1	352	2	3	358	13	0	5	0	18	1	430	0	11	442	834
16:30	13	1	16	0	30	2	336	4	0	342	17	0	3	0	20	8	453	0	4	465	857
16:45	21	1	14	0	36	0	334	0	1	335	19	0	4	0	23	1	426	0	5	432	826
Total	67	2	53	0	122	8	1411	7	5	1431	58	0	17	0	75	16	1776	2	31	1825	3453
17:00	22	0	16	0	38	1	393	2	0	396	8	0	14	0	22	7	427	1	6	441	897
17:15	19	0	22	0	41	0	340	0	0	340	7	0	8	0	15	3	385	2	12	402	798
17:30	12	0	22	0	34	0	366	1	1	368	8	0	7	0	15	3	329	1	10	343	760
17:45	13	0	17	0	30	1	349	0	1	351	5	0	5	0	10	0	332	0	6	338	729
Total	66	0	77	0	143	2	1448	3	2	1455	28	0	34	0	62	13	1473	4	34	1524	3184
Grand Total	151	2	154	0	307	70	5908	62	14	6054	109	0	76	0	185	71	6722	68	100	6961	13507
Apprch %	49.2	0.7	50.2	0		1.2	97.6	1	0.2		58.9	0	41.1	0		1	96.6	1	1.4		
Total %	1.1	0	1.1	0	2.3	0.5	43.7	0.5	0.1	44.8	0.8	0	0.6	0	1.4	0.5	49.8	0.5	0.7	51.5	
Autos	151	2	154	0	307	68	5785	59	14	5926	108	0	75	0	183	71	6572	65	99	6807	13223
% Autos	100	100	100	0	100	97.1	97.9	95.2	100	97.9	99.1	0	98.7	0	98.9	100	97.8	95.6	99	97.8	97.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	2.9	2.1	4.8	0	2.1	0.9	0	1.3	0	1.1	0	2.2	4.4	1	2.2	2.1

Traff Tech Engineering Inc.

File Name : 2- 8400 Block & NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
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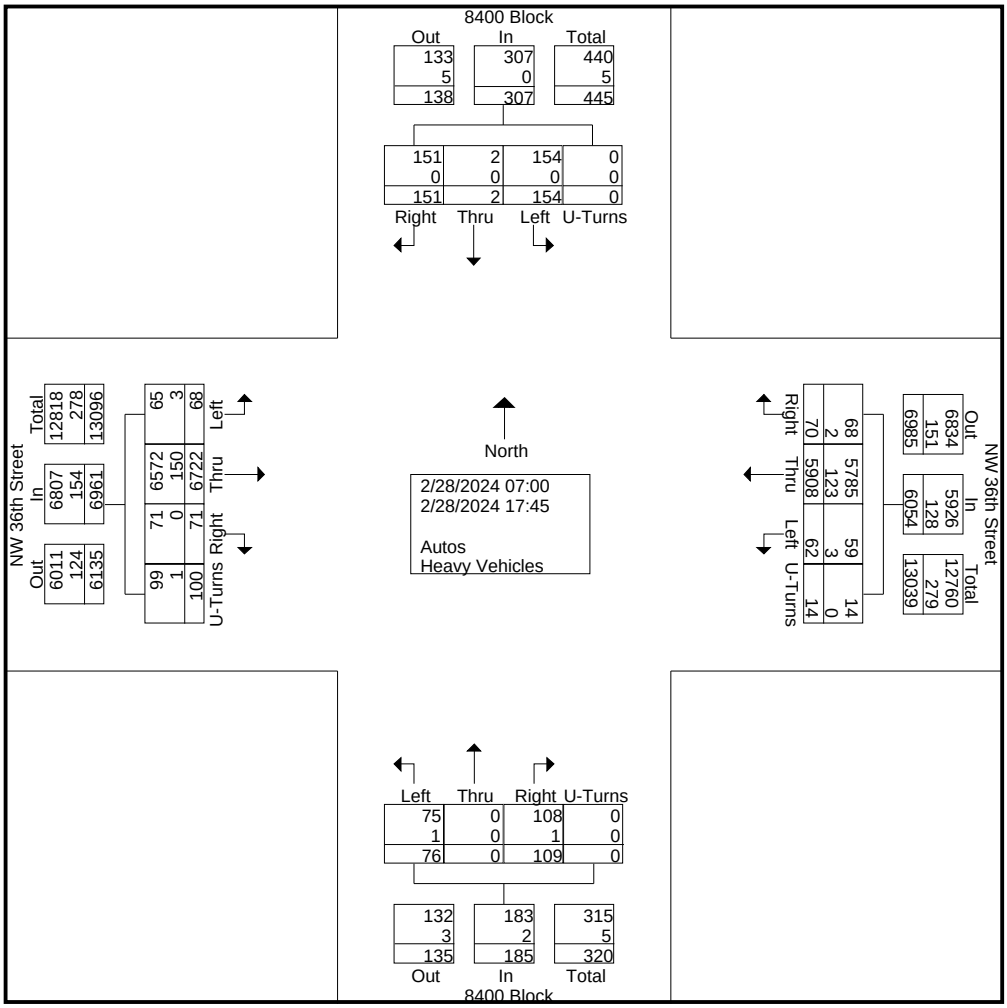
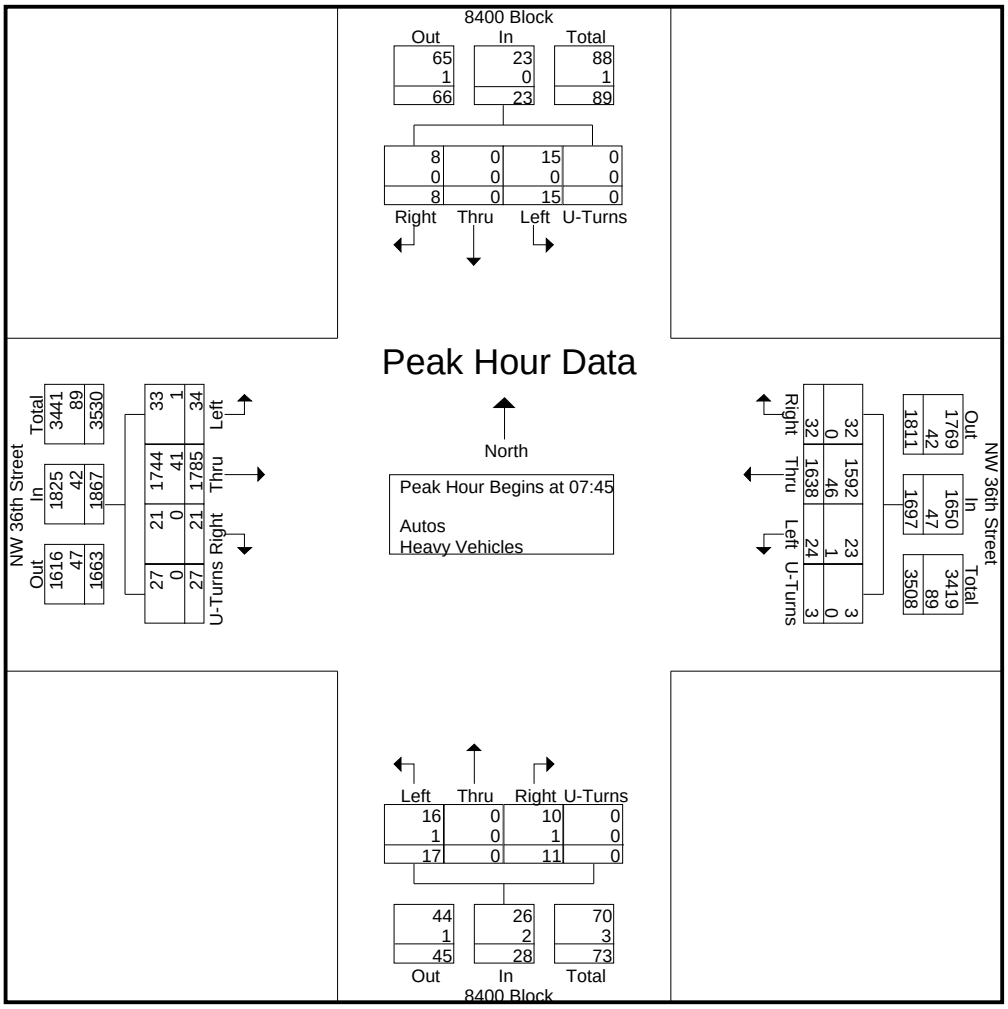


Traff Tech Engineering Inc.

File Name : 2- 8400 Block & NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
Page No : 3

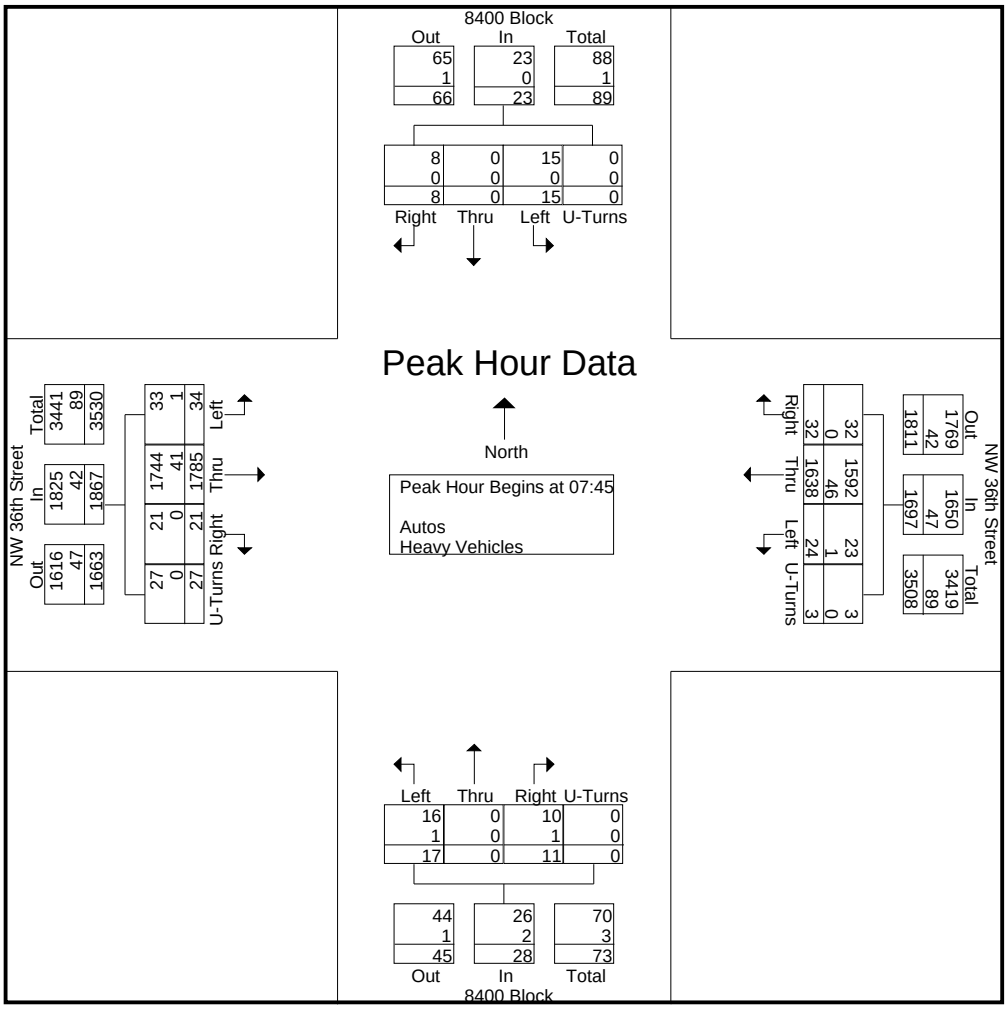
	8400 Block From North					NW 36th Street From East					8400 Block From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	4	0	4	**10**	**433**	5	**1**	**449**	3	0	3	0	6	**8**	422	**12**	2	444	903
08:00	**4**	0	3	0	7	9	398	5	1	413	**4**	0	5	0	**9**	5	403	9	7	424	853
08:15	2	0	2	0	4	6	424	6	1	437	0	0	**7**	0	7	6	467	10	**9**	492	**940**
08:30	2	0	**6**	0	**8**	7	383	**8**	0	398	4	0	2	0	6	2	**493**	3	9	**507**	919
Total Volume	8	0	15	0	23	32	1638	24	3	1697	11	0	17	0	28	21	1785	34	27	1867	3615
% App. Total	34.8	0	65.2	0		1.9	96.5	1.4	0.2		39.3	0	60.7	0		1.1	95.6	1.8	1.4		
PHF	.500	.000	.625	.000	.719	.800	.946	.750	.750	.945	.688	.000	.607	.000	.778	.656	.905	.708	.750	.921	.961
Autos	8	0	15	0	23	32	1592	23	3	1650	10	0	16	0	26	21	1744	33	27	1825	3524
% Autos	100	0	100	0	100	100	97.2	95.8	100	97.2	90.9	0	94.1	0	92.9	100	97.7	97.1	100	97.8	97.5
Heavy Vehicles	0	0	0	0	0	0	46	1	0	47	1	0	1	0	2	0	41	1	0	42	91
% Heavy Vehicles	0	0	0	0	0	0	2.8	4.2	0	2.8	9.1	0	5.9	0	7.1	0	2.3	2.9	0	2.2	2.5



Traff Tech Engineering Inc.

File Name : 2- 8400 Block & NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
Page No : 4

	8400 Block From North					NW 36th Street From East					8400 Block From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	4	0	4	**10**	**433**	5	**1**	**449**	3	0	3	0	6	**8**	422	**12**	2	444	903
08:00	**4**	0	3	0	7	9	398	5	1	413	**4**	0	5	0	**9**	5	403	9	7	424	853
08:15	2	0	2	0	4	6	424	6	1	437	0	0	**7**	0	7	6	467	10	**9**	492	**940**
08:30	2	0	**6**	0	**8**	7	383	**8**	0	398	4	0	2	0	6	2	**493**	3	9	**507**	919
Total Volume	8	0	15	0	23	32	1638	24	3	1697	11	0	17	0	28	21	1785	34	27	1867	3615
% App. Total	34.8	0	65.2	0		1.9	96.5	1.4	0.2		39.3	0	60.7	0		1.1	95.6	1.8	1.4		
PHF	.500	.000	.625	.000	.719	.800	.946	.750	.750	.945	.688	.000	.607	.000	.778	.656	.905	.708	.750	.921	.961
Autos	8	0	15	0	23	32	1592	23	3	1650	10	0	16	0	26	21	1744	33	27	1825	3524
% Autos	100	0	100	0	100	100	97.2	95.8	100	97.2	90.9	0	94.1	0	92.9	100	97.7	97.1	100	97.8	97.5
Heavy Vehicles	0	0	0	0	0	0	46	1	0	47	1	0	1	0	2	0	41	1	0	42	91
% Heavy Vehicles	0	0	0	0	0	0	2.8	4.2	0	2.8	9.1	0	5.9	0	7.1	0	2.3	2.9	0	2.2	2.5



Traff Tech Engineering Inc.

File Name : 2- 8400 Block & NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
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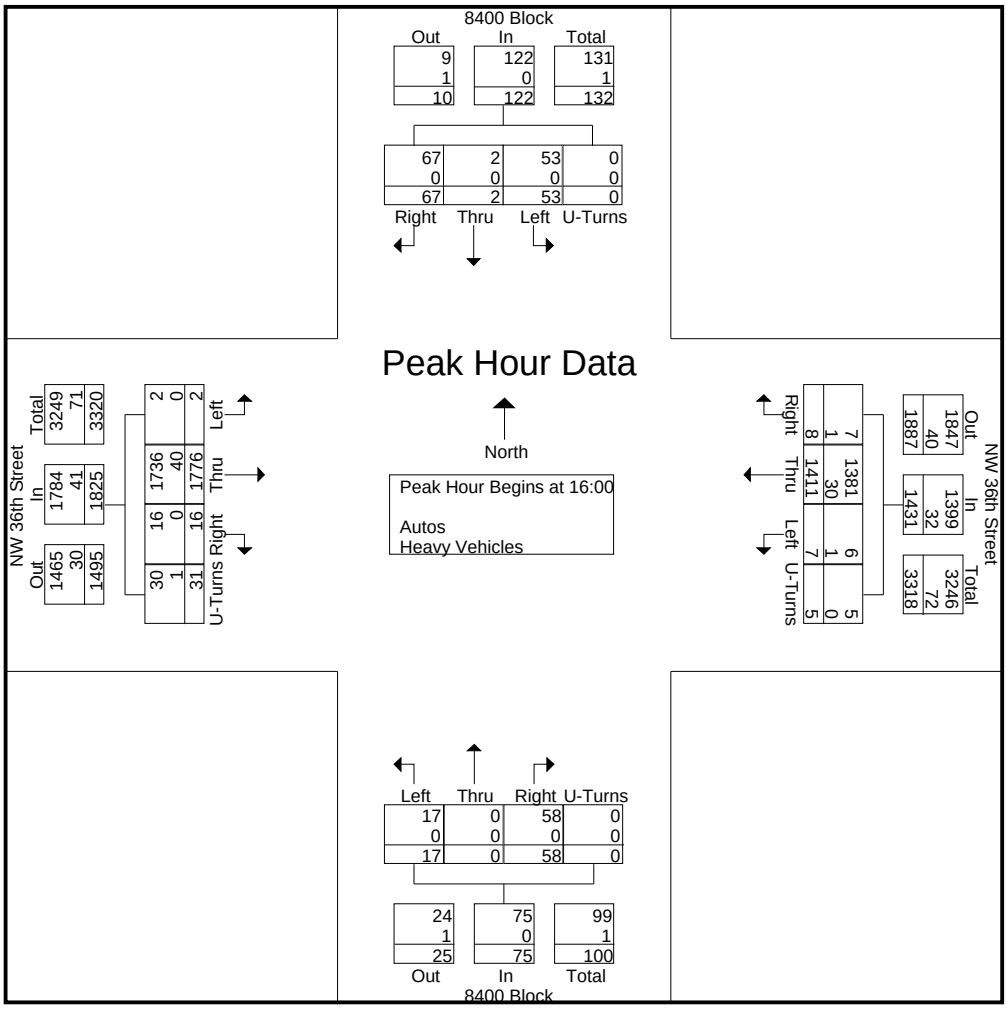
	8400 Block From North					NW 36th Street From East					8400 Block From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	**22**	0	**18**	0	**40**	**5**	**389**	1	1	**396**	9	0	**5**	0	14	6	**467**	**2**	**11**	**486**	**936**
16:15	11	0	5	0	16	1	352	2	**3**	358	13	0	5	0	18	1	430	0	11	442	834
16:30	13	**1**	16	0	30	2	336	**4**	0	342	17	0	3	0	20	**8**	453	0	4	465	857
16:45	21	1	14	0	36	0	334	0	1	335	**19**	0	4	0	**23**	1	426	0	5	432	826
Total Volume	67	2	53	0	122	8	1411	7	5	1431	58	0	17	0	75	16	1776	2	31	1825	3453
% App. Total	54.9	1.6	43.4	0		0.6	98.6	0.5	0.3		77.3	0	22.7	0		0.9	97.3	0.1	1.7		
PHF	.761	.500	.736	.000	.763	.400	.907	.438	.417	.903	.763	.000	.850	.000	.815	.500	.951	.250	.705	.939	.922
Autos	67	2	53	0	122	7	1381	6	5	1399	58	0	17	0	75	16	1736	2	30	1784	3380
% Autos	100	100	100	0	100	87.5	97.9	85.7	100	97.8	100	0	100	0	100	100	97.7	100	96.8	97.8	97.9
Heavy Vehicles	0	0	0	0	0	1	30	1	0	32	0	0	0	0	0	0	40	0	1	41	73
% Heavy Vehicles	0	0	0	0	0	12.5	2.1	14.3	0	2.2	0	0	0	0	0	0	2.3	0	3.2	2.2	2.1



Traff Tech Engineering Inc.

File Name : 4- NW 82nd Ave & NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
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Groups Printed- Autos - Heavy Vehicles

	NW 82nd Ave From North					NW 36th Street From East					NW 82nd Ave From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	18	24	33	0	75	35	338	57	0	430	49	25	4	0	78	27	365	20	1	413	996
07:15	10	20	28	0	58	39	385	58	0	482	42	19	10	0	71	34	337	9	0	380	991
07:30	10	28	42	0	80	47	397	51	0	495	61	26	6	0	93	26	380	10	2	418	1086
07:45	13	43	41	0	97	40	464	59	0	563	56	25	11	0	92	36	363	13	0	412	1164
Total	51	115	144	0	310	161	1584	225	0	1970	208	95	31	0	334	123	1445	52	3	1623	4237
08:00	6	47	24	0	77	43	430	74	0	547	59	56	10	0	125	34	333	13	1	381	1130
08:15	10	50	21	0	81	44	437	67	0	548	67	56	18	0	141	45	391	16	5	457	1227
08:30	8	49	34	0	91	45	415	71	0	531	74	57	22	0	153	42	408	15	4	469	1244
08:45	10	45	24	0	79	53	419	77	0	549	76	30	12	0	118	58	372	14	2	446	1192
Total	34	191	103	0	328	185	1701	289	0	2175	276	199	62	0	537	179	1504	58	12	1753	4793
*** BREAK ***																					
16:00	16	32	15	0	63	39	339	46	0	424	140	56	27	1	224	24	496	21	7	548	1259
16:15	14	50	20	0	84	37	313	38	0	388	140	53	34	0	227	24	412	15	9	460	1159
16:30	17	40	31	0	88	34	290	39	0	363	156	44	21	0	221	18	423	11	4	456	1128
16:45	15	49	27	0	91	37	285	32	0	354	129	55	22	0	206	20	455	9	5	489	1140
Total	62	171	93	0	326	147	1227	155	0	1529	565	208	104	1	878	86	1786	56	25	1953	4686
17:00	15	34	10	0	59	45	331	35	1	412	115	55	19	0	189	19	468	20	2	509	1169
17:15	11	52	20	0	83	40	312	53	0	405	134	69	24	0	227	18	331	16	4	369	1084
17:30	5	41	17	0	63	35	303	46	3	387	127	68	24	0	219	23	426	23	6	478	1147
17:45	12	47	13	0	72	35	316	38	0	389	134	78	25	0	237	40	343	16	5	404	1102
Total	43	174	60	0	277	155	1262	172	4	1593	510	270	92	0	872	100	1568	75	17	1760	4502
Grand Total	190	651	400	0	1241	648	5774	841	4	7267	1559	772	289	1	2621	488	6303	241	57	7089	18218
Apprch %	15.3	52.5	32.2	0		8.9	79.5	11.6	0.1		59.5	29.5	11	0		6.9	88.9	3.4	0.8		
Total %	1	3.6	2.2	0	6.8	3.6	31.7	4.6	0	39.9	8.6	4.2	1.6	0	14.4	2.7	34.6	1.3	0.3	38.9	
Autos	188	641	397	0	1226	646	5634	822	4	7106	1512	762	279	1	2554	478	6146	233	57	6914	17800
% Autos	98.9	98.5	99.2	0	98.8	99.7	97.6	97.7	100	97.8	97	98.7	96.5	100	97.4	98	97.5	96.7	100	97.5	97.7
Heavy Vehicles																					
% Heavy Vehicles	1.1	1.5	0.8	0	1.2	0.3	2.4	2.3	0	2.2	3	1.3	3.5	0	2.6	2	2.5	3.3	0	2.5	2.3

Traff Tech Engineering Inc.

File Name : 4- NW 82nd Ave & NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
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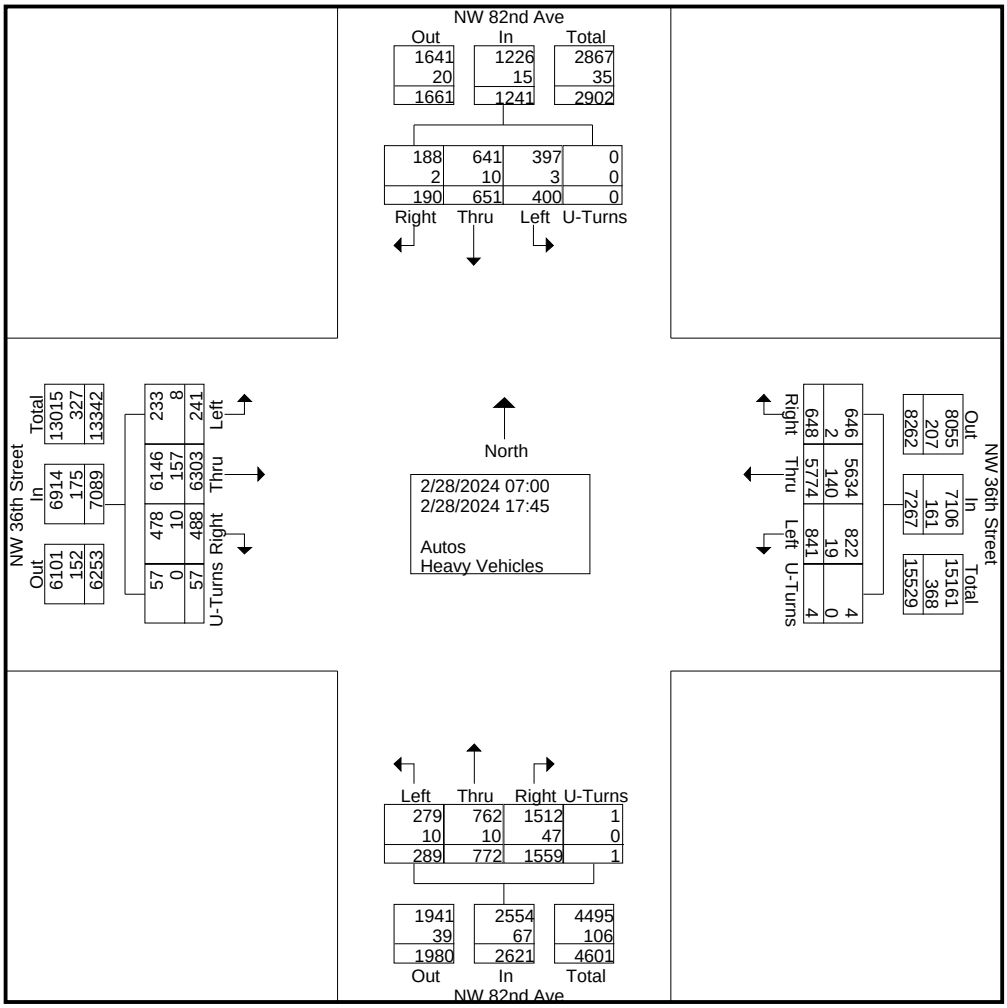
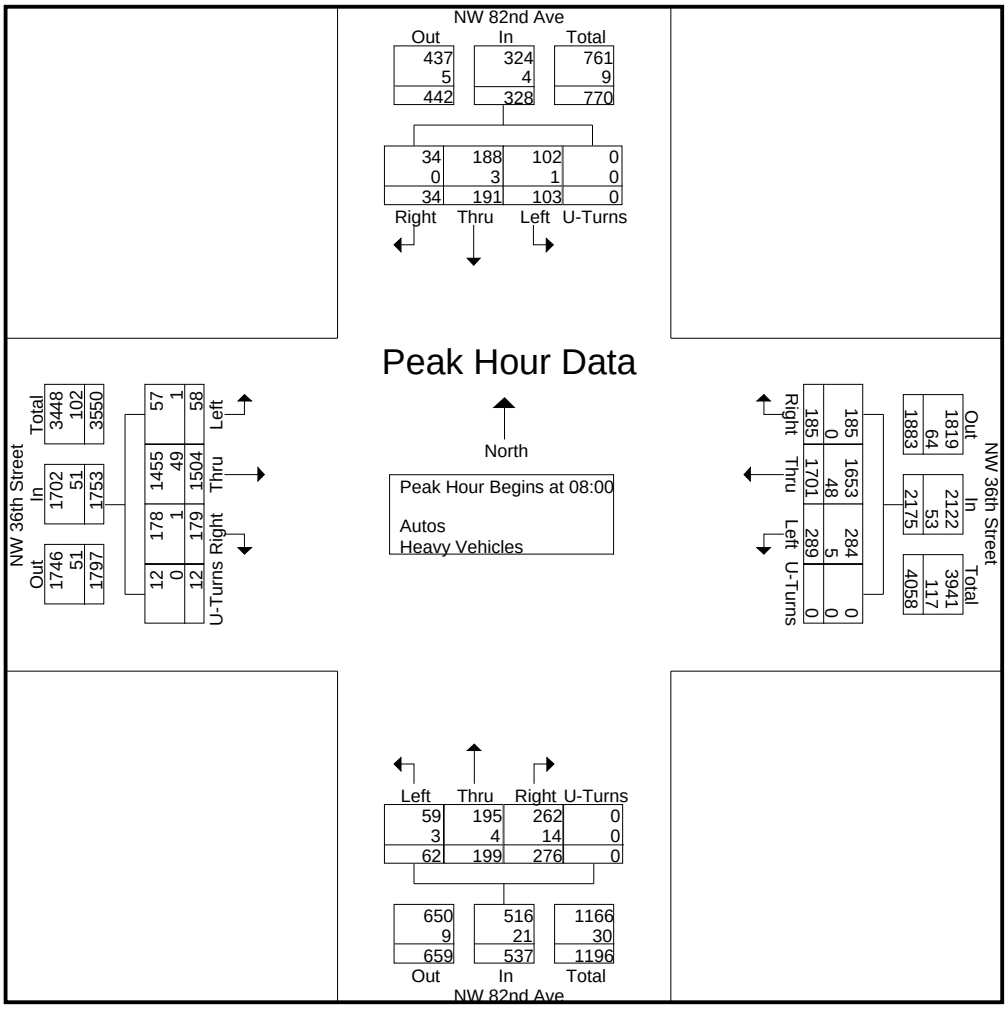


Traff Tech Engineering Inc.

File Name : 4- NW 82nd Ave & NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
Page No : 3

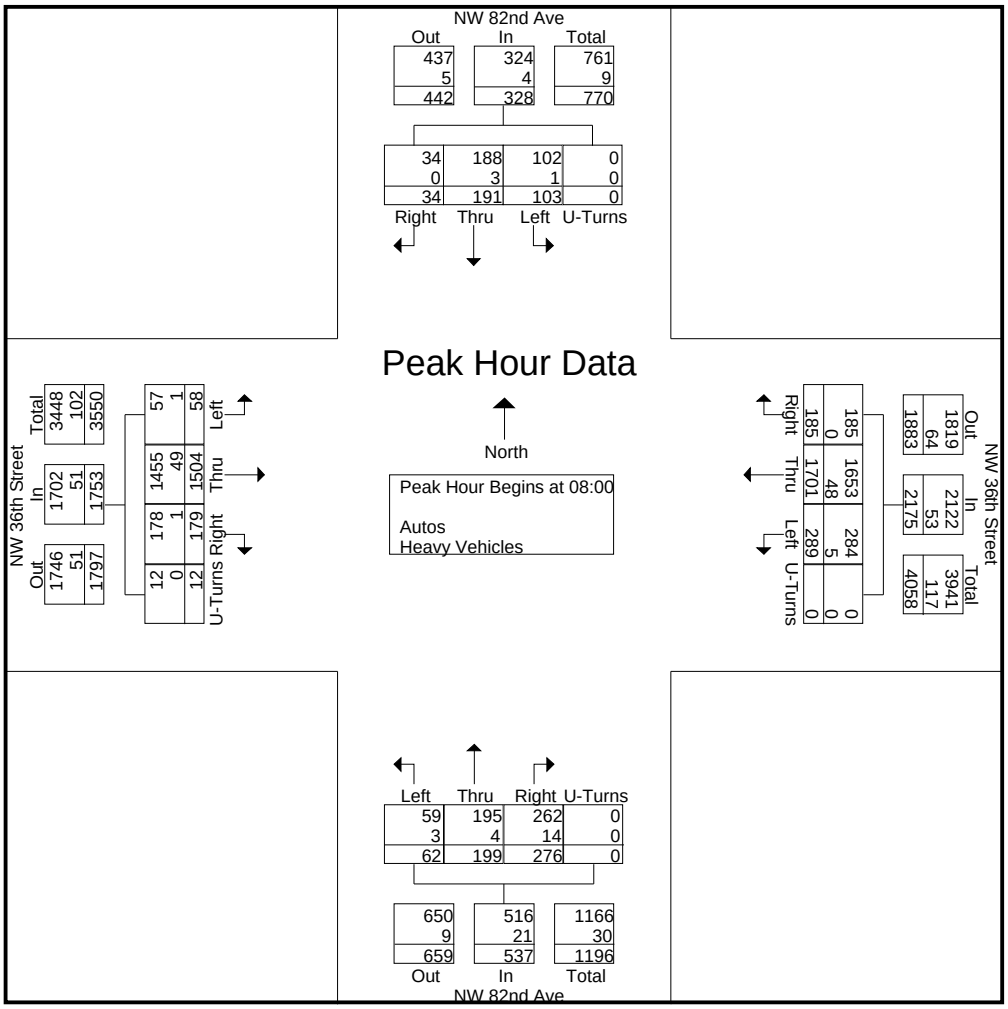
	NW 82nd Ave From North					NW 36th Street From East					NW 82nd Ave From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	6	47	24	0	77	43	430	74	0	547	59	56	10	0	125	34	333	13	1	381	1130
08:15	**10**	**50**	21	0	81	44	**437**	67	0	548	67	56	18	0	141	45	391	**16**	**5**	457	1227
08:30	8	49	**34**	0	**91**	45	415	71	0	531	74	**57**	**22**	0	**153**	42	**408**	15	4	**469**	**1244**
08:45	10	45	24	0	79	**53**	419	**77**	0	**549**	**76**	30	12	0	118	**58**	372	14	2	446	1192
Total Volume	34	191	103	0	328	185	1701	289	0	2175	276	199	62	0	537	179	1504	58	12	1753	4793
% App. Total	10.4	58.2	31.4	0		8.5	78.2	13.3	0		51.4	37.1	11.5	0		10.2	85.8	3.3	0.7		
PHF	.850	.955	.757	.000	.901	.873	.973	.938	.000	.990	.908	.873	.705	.000	.877	.772	.922	.906	.600	.934	.963
Autos	34	188	102	0	324	185	1653	284	0	2122	262	195	59	0	516	178	1455	57	12	1702	4664
% Autos	100	98.4	99.0	0	98.8	100	97.2	98.3	0	97.6	94.9	98.0	95.2	0	96.1	99.4	96.7	98.3	100	97.1	97.3
Heavy Vehicles	0	3	1	0	4	0	48	5	0	53	14	4	3	0	21	1	49	1	0	51	129
% Heavy Vehicles	0	1.6	1.0	0	1.2	0	2.8	1.7	0	2.4	5.1	2.0	4.8	0	3.9	0.6	3.3	1.7	0	2.9	2.7



Traff Tech Engineering Inc.

File Name : 4- NW 82nd Ave & NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
Page No : 4

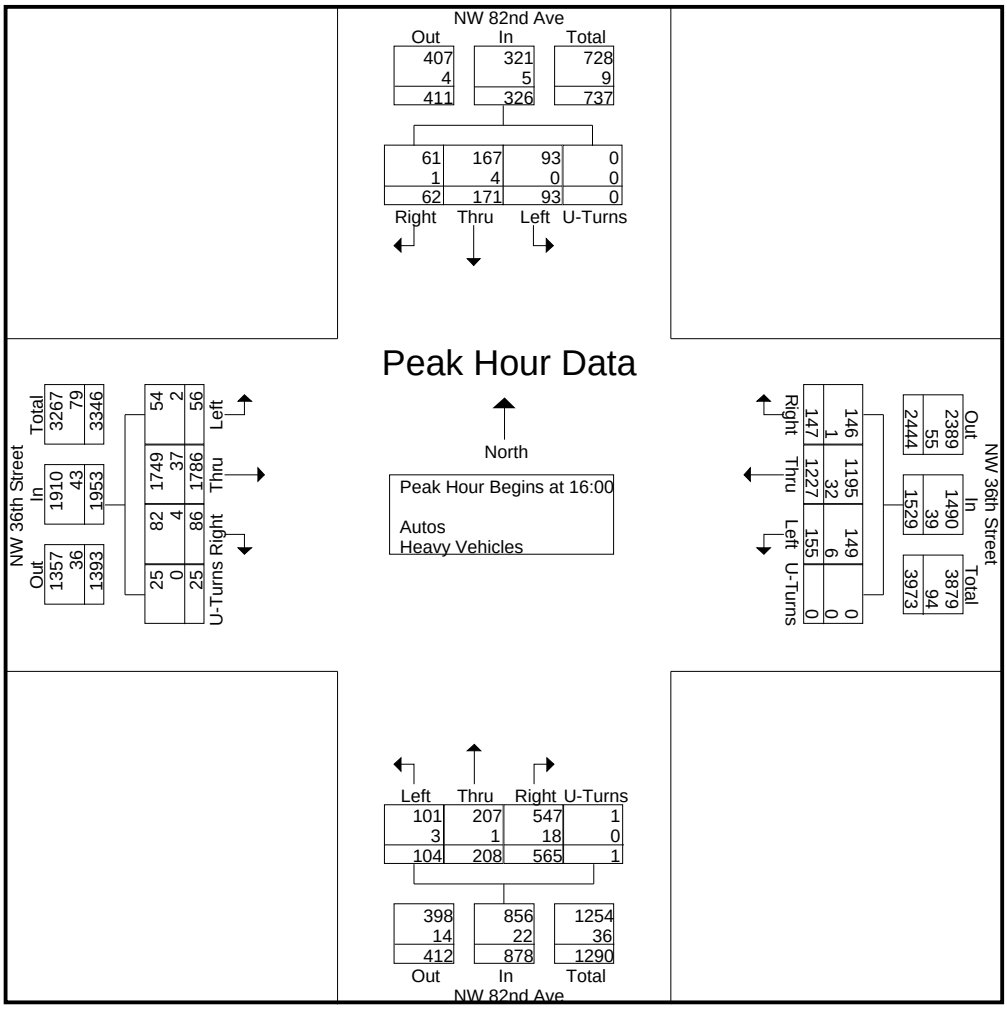
	NW 82nd Ave From North					NW 36th Street From East					NW 82nd Ave From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	6	47	24	0	77	43	430	74	0	547	59	56	10	0	125	34	333	13	1	381	1130
08:15	**10**	**50**	21	0	81	44	**437**	67	0	548	67	56	18	0	141	45	391	**16**	**5**	457	1227
08:30	8	49	**34**	0	**91**	45	415	71	0	531	74	**57**	**22**	0	**153**	42	**408**	15	4	**469**	**1244**
08:45	10	45	24	0	79	**53**	419	**77**	0	**549**	**76**	30	12	0	118	**58**	372	14	2	446	1192
Total Volume	34	191	103	0	328	185	1701	289	0	2175	276	199	62	0	537	179	1504	58	12	1753	4793
% App. Total	10.4	58.2	31.4	0		8.5	78.2	13.3	0		51.4	37.1	11.5	0		10.2	85.8	3.3	0.7		
PHF	.850	.955	.757	.000	.901	.873	.973	.938	.000	.990	.908	.873	.705	.000	.877	.772	.922	.906	.600	.934	.963
Autos	34	188	102	0	324	185	1653	284	0	2122	262	195	59	0	516	178	1455	57	12	1702	4664
% Autos	100	98.4	99.0	0	98.8	100	97.2	98.3	0	97.6	94.9	98.0	95.2	0	96.1	99.4	96.7	98.3	100	97.1	97.3
Heavy Vehicles	0	3	1	0	4	0	48	5	0	53	14	4	3	0	21	1	49	1	0	51	129
% Heavy Vehicles	0	1.6	1.0	0	1.2	0	2.8	1.7	0	2.4	5.1	2.0	4.8	0	3.9	0.6	3.3	1.7	0	2.9	2.7



Traff Tech Engineering Inc.

File Name : 4- NW 82nd Ave & NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
Page No : 5

	NW 82nd Ave From North					NW 36th Street From East					NW 82nd Ave From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	16	32	15	0	63	**39**	**339**	**46**	0	**424**	140	**56**	27	**1**	224	**24**	**496**	**21**	7	**548**	**1259**
16:15	14	**50**	20	0	84	37	313	38	0	388	140	53	**34**	0	**227**	24	412	15	**9**	460	1159
16:30	**17**	40	**31**	0	88	34	290	39	0	363	**156**	44	21	0	221	18	423	11	4	456	1128
16:45	15	49	27	0	**91**	37	285	32	0	354	129	55	22	0	206	20	455	9	5	489	1140
Total Volume	62	171	93	0	326	147	1227	155	0	1529	565	208	104	1	878	86	1786	56	25	1953	4686
% App. Total	19	52.5	28.5	0		9.6	80.2	10.1	0		64.4	23.7	11.8	0.1		4.4	91.4	2.9	1.3		
PHF	.912	.855	.750	.000	.896	.942	.905	.842	.000	.902	.905	.929	.765	.250	.967	.896	.900	.667	.694	.891	.931
Autos	61	167	93	0	321	146	1195	149	0	1490	547	207	101	1	856	82	1749	54	25	1910	4577
% Autos	98.4	97.7	100	0	98.5	99.3	97.4	96.1	0	97.4	96.8	99.5	97.1	100	97.5	95.3	97.9	96.4	100	97.8	97.7
Heavy Vehicles	1	4	0	0	5	1	32	6	0	39	18	1	3	0	22	4	37	2	0	43	109
% Heavy Vehicles	1.6	2.3	0	0	1.5	0.7	2.6	3.9	0	2.6	3.2	0.5	2.9	0	2.5	4.7	2.1	3.6	0	2.2	2.3



Traff Tech Engineering Inc.

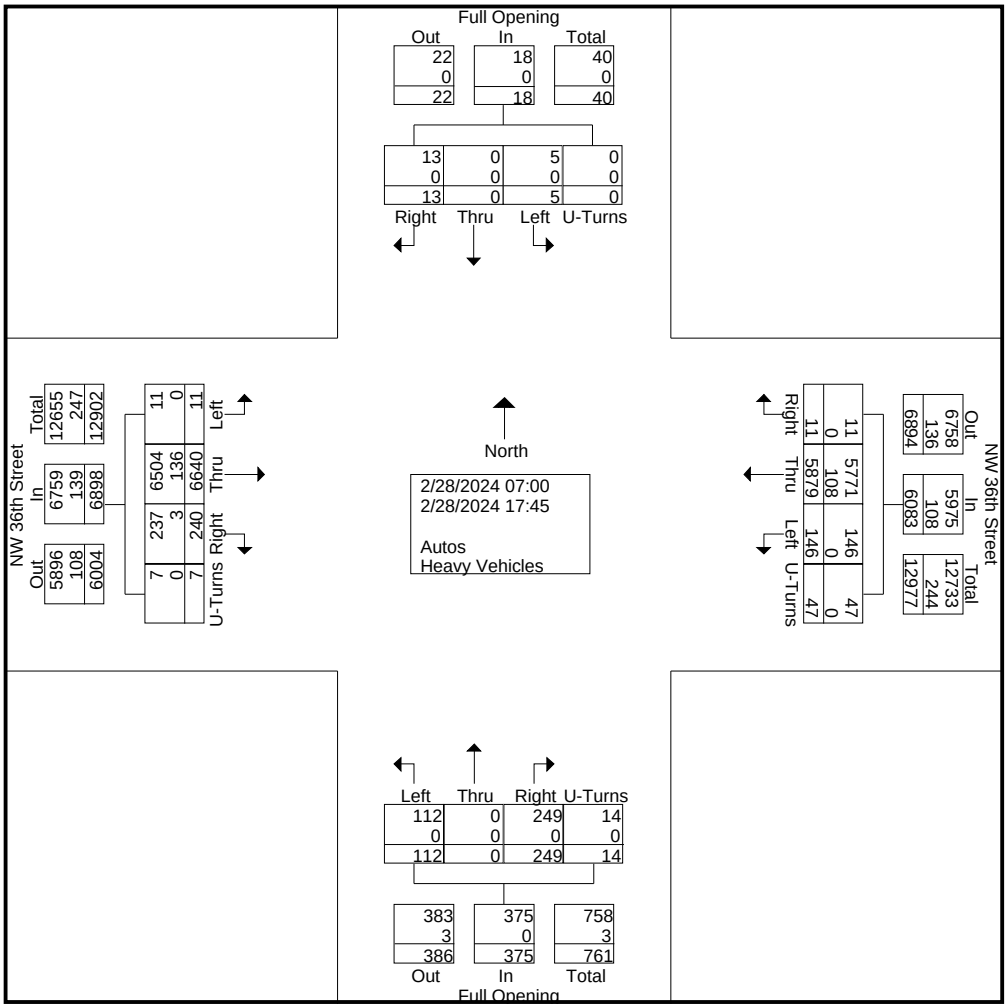
File Name : 3- Full Opening E of 8400 Block
Site Code : 00000000
Start Date : 2/28/2024
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Full Opening From North					NW 36th Street From East					Full Opening From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	0	0	0	0	0	337	13	0	350	3	0	1	0	4	17	398	0	0	415	769
07:15	0	0	0	0	0	0	362	9	5	376	7	0	2	0	9	8	375	0	0	383	768
07:30	0	0	0	0	0	0	390	5	0	395	5	0	3	0	8	14	421	0	1	436	839
07:45	0	0	0	0	0	0	434	11	2	447	1	0	5	0	6	10	402	0	1	413	866
Total	0	0	0	0	0	0	1523	38	7	1568	16	0	11	0	27	49	1596	0	2	1647	3242
08:00	0	0	0	0	0	2	418	9	5	434	7	0	3	0	10	15	392	0	0	407	851
08:15	0	0	0	0	0	2	430	18	1	451	10	0	5	0	15	10	448	1	0	459	925
08:30	0	0	0	0	0	1	366	21	0	388	6	0	3	1	10	24	466	1	0	491	889
08:45	0	0	0	0	0	0	377	29	4	410	5	0	9	0	14	24	442	0	1	467	891
Total	0	0	0	0	0	5	1591	77	10	1683	28	0	20	1	49	73	1748	2	1	1824	3556
*** BREAK ***																					
16:00	0	0	0	0	0	0	371	8	4	383	33	0	9	1	43	12	558	2	0	572	998
16:15	1	0	0	0	1	0	361	2	2	365	18	0	4	1	23	8	327	0	0	335	724
16:30	1	0	1	0	2	1	322	2	7	332	25	0	16	2	43	9	413	2	0	424	801
16:45	1	0	2	0	3	1	343	2	3	349	13	0	15	2	30	14	457	1	1	473	855
Total	3	0	3	0	6	2	1397	14	16	1429	89	0	44	6	139	43	1755	5	1	1804	3378
17:00	3	0	0	0	3	1	367	6	5	379	41	0	5	1	47	24	440	3	1	468	897
17:15	5	0	0	0	5	0	313	4	1	318	21	0	8	3	32	18	343	0	2	363	718
17:30	2	0	1	0	3	0	339	3	1	343	32	0	9	2	43	16	412	0	0	428	817
17:45	0	0	1	0	1	3	349	4	7	363	22	0	15	1	38	17	346	1	0	364	766
Total	10	0	2	0	12	4	1368	17	14	1403	116	0	37	7	160	75	1541	4	3	1623	3198
Grand Total	13	0	5	0	18	11	5879	146	47	6083	249	0	112	14	375	240	6640	11	7	6898	13374
Apprch %	72.2	0	27.8	0		0.2	96.6	2.4	0.8		66.4	0	29.9	3.7		3.5	96.3	0.2	0.1		
Total %	0.1	0	0	0	0.1	0.1	44	1.1	0.4	45.5	1.9	0	0.8	0.1	2.8	1.8	49.6	0.1	0.1	51.6	
Autos	13	0	5	0	18	11	5771	146	47	5975	249	0	112	14	375	237	6504	11	7	6759	13127
% Autos	100	0	100	0	100	100	98.2	100	100	98.2	100	0	100	100	100	98.8	98	100	100	98	98.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.8	0	0	1.8	0	0	0	0	0	1.2	2	0	0	2	1.8

Traff Tech Engineering Inc.

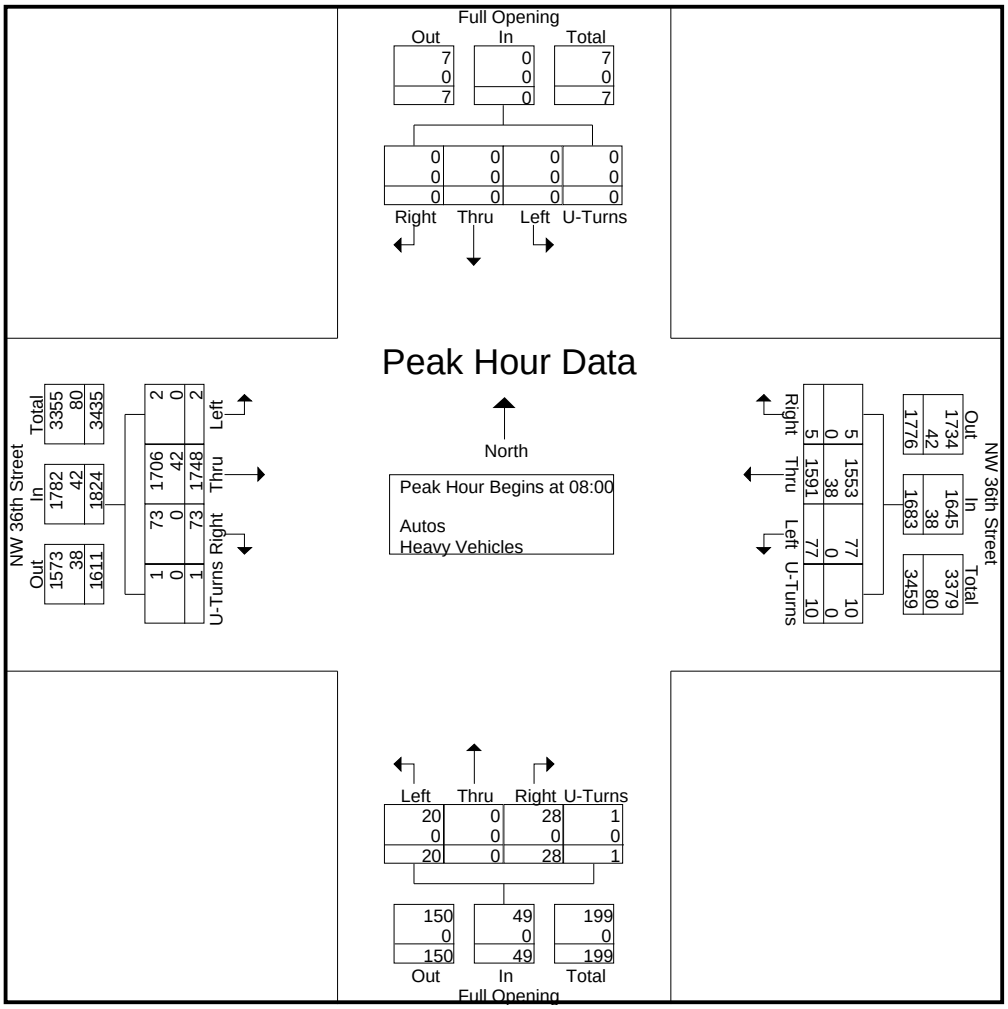
File Name : 3- Full Opening E of 8400 Block
Site Code : 00000000
Start Date : 2/28/2024
Page No : 2



Traff Tech Engineering Inc.

File Name : 3- Full Opening E of 8400 Block
Site Code : 00000000
Start Date : 2/28/2024
Page No : 3

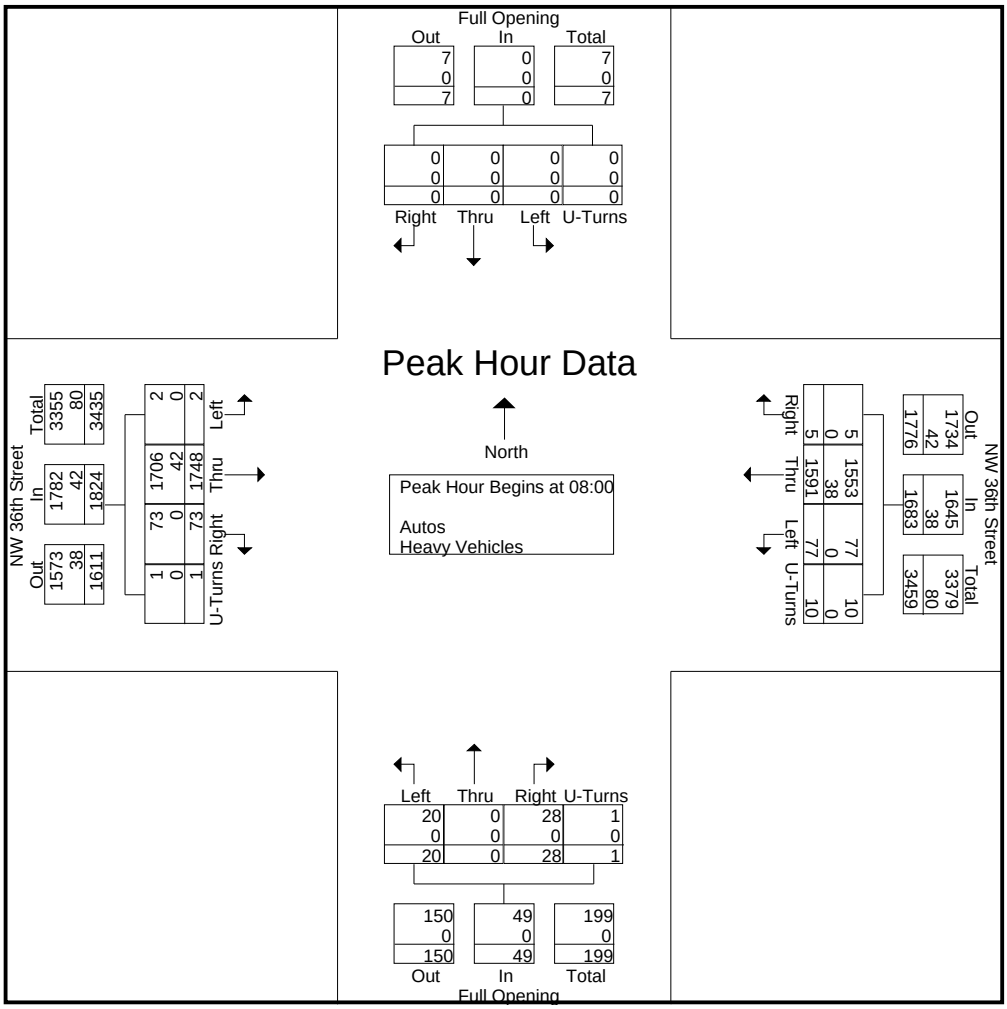
	Full Opening From North					NW 36th Street From East					Full Opening From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	**2**	418	9	**5**	434	7	0	3	0	10	15	392	0	0	407	851
08:15	0	0	0	0	0	2	**430**	18	1	**451**	**10**	0	5	0	**15**	10	448	**1**	0	459	**925**
08:30	0	0	0	0	0	1	366	21	0	388	6	0	3	**1**	10	**24**	**466**	1	0	**491**	889
08:45	0	0	0	0	0	0	377	**29**	4	410	5	0	**9**	0	14	24	442	0	**1**	467	891
Total Volume	0	0	0	0	0	5	1591	77	10	1683	28	0	20	1	49	73	1748	2	1	1824	3556
% App. Total	0	0	0	0		0.3	94.5	4.6	0.6		57.1	0	40.8	2		4	95.8	0.1	0.1		
PHF	.000	.000	.000	.000	.000	.625	.925	.664	.500	.933	.700	.000	.556	.250	.817	.760	.938	.500	.250	.929	.961
Autos	0	0	0	0	0	5	1553	77	10	1645	28	0	20	1	49	73	1706	2	1	1782	3476
% Autos	0	0	0	0	0	100	97.6	100	100	97.7	100	0	100	100	100	100	97.6	100	100	97.7	97.8
Heavy Vehicles	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	42	0	0	42	80
% Heavy Vehicles	0	0	0	0	0	0	2.4	0	0	2.3	0	0	0	0	0	0	2.4	0	0	2.3	2.2



Traff Tech Engineering Inc.

File Name : 3- Full Opening E of 8400 Block
Site Code : 00000000
Start Date : 2/28/2024
Page No : 4

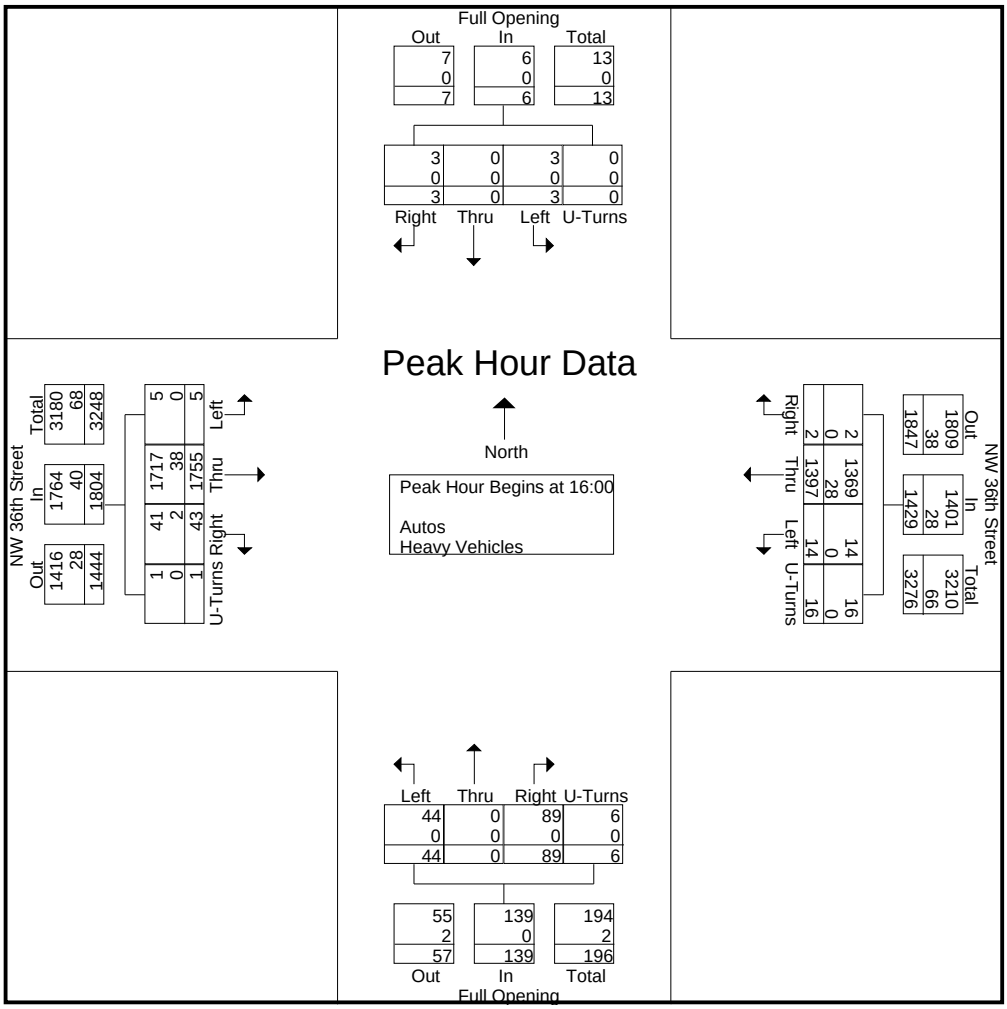
	Full Opening From North					NW 36th Street From East					Full Opening From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	**2**	418	9	**5**	434	7	0	3	0	10	15	392	0	0	407	851
08:15	0	0	0	0	0	2	**430**	18	1	**451**	**10**	0	5	0	**15**	10	448	**1**	0	459	**925**
08:30	0	0	0	0	0	1	366	21	0	388	6	0	3	**1**	10	**24**	**466**	1	0	**491**	889
08:45	0	0	0	0	0	0	377	**29**	4	410	5	0	**9**	0	14	24	442	0	**1**	467	891
Total Volume	0	0	0	0	0	5	1591	77	10	1683	28	0	20	1	49	73	1748	2	1	1824	3556
% App. Total	0	0	0	0		0.3	94.5	4.6	0.6		57.1	0	40.8	2		4	95.8	0.1	0.1		
PHF	.000	.000	.000	.000	.000	.625	.925	.664	.500	.933	.700	.000	.556	.250	.817	.760	.938	.500	.250	.929	.961
Autos	0	0	0	0	0	5	1553	77	10	1645	28	0	20	1	49	73	1706	2	1	1782	3476
% Autos	0	0	0	0	0	100	97.6	100	100	97.7	100	0	100	100	100	100	97.6	100	100	97.7	97.8
Heavy Vehicles	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	42	0	0	42	80
% Heavy Vehicles	0	0	0	0	0	0	2.4	0	0	2.3	0	0	0	0	0	0	2.4	0	0	2.3	2.2



Traff Tech Engineering Inc.

File Name : 3- Full Opening E of 8400 Block
Site Code : 00000000
Start Date : 2/28/2024
Page No : 5

	Full Opening From North					NW 36th Street From East					Full Opening From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	**371**	**8**	4	**383**	**33**	0	9	1	**43**	12	**558**	**2**	0	**572**	**998**
16:15	**1**	0	0	0	1	0	361	2	2	365	18	0	4	1	23	8	327	0	0	335	724
16:30	1	0	1	0	2	**1**	322	2	**7**	332	25	0	**16**	**2**	43	9	413	2	0	424	801
16:45	1	0	**2**	0	**3**	1	343	2	3	349	13	0	15	2	30	**14**	457	1	**1**	473	855
Total Volume	3	0	3	0	6	2	1397	14	16	1429	89	0	44	6	139	43	1755	5	1	1804	3378
% App. Total	50	0	50	0		0.1	97.8	1	1.1		64	0	31.7	4.3		2.4	97.3	0.3	0.1		
PHF	.750	.000	.375	.000	.500	.500	.941	.438	.571	.933	.674	.000	.688	.750	.808	.768	.786	.625	.250	.788	.846
Autos	3	0	3	0	6	2	1369	14	16	1401	89	0	44	6	139	41	1717	5	1	1764	3310
% Autos	100	0	100	0	100	100	98.0	100	100	98.0	100	0	100	100	100	95.3	97.8	100	100	97.8	98.0
Heavy Vehicles	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	2	38	0	0	40	68
% Heavy Vehicles	0	0	0	0	0	0	2.0	0	0	2.0	0	0	0	0	0	4.7	2.2	0	0	2.2	2.0



Traff Tech Engineering Inc.

File Name : 3- Full Opening E of 8400 Block
Site Code : 00000000
Start Date : 2/28/2024
Page No : 1

Groups Printed- Peds & Bikes

	Full Opening From North				NW 36th Street From East				Full Opening From South				NW 36th Street From West				
Start Time																	Int. Total
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	0	1	0	0	8	1	0	0	2	12
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	1	2	0	0	8	1	0	0	2	14
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
17:15	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	6
*** BREAK ***																	
Total	0	0	0	1	0	0	0	2	0	0	0	4	0	0	0	1	8
Grand Total	0	0	0	1	0	0	0	3	3	0	0	12	1	0	0	3	23
Apprch %	0	0	0	100	0	0	0	100	20	0	0	80	25	0	0	75	
Total %	0	0	0	4.3	0	0	0	13	13	0	0	52.2	4.3	0	0	13	

Traff Tech Engineering Inc.

File Name : 4- NW 82nd Ave & NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
Page No : 1

Groups Printed- Peds & Bikes

	NW 82nd Ave From North				NW 36th Street From East				NW 82nd Ave From South				NW 36th Street From West				
Start Time																	Int. Total
07:00	1	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	5
07:15	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	4
07:30	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	5
*** BREAK ***																	
Total	2	0	0	4	0	0	0	0	1	0	0	0	3	0	0	4	14
08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
*** BREAK ***																	
08:30	0	0	0	11	0	0	0	0	0	0	0	1	0	0	0	15	27
08:45	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	6
Total	3	0	0	13	0	0	0	0	0	0	0	1	2	0	0	16	35
*** BREAK ***																	
16:00	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	5
16:15	1	0	0	10	0	0	0	0	0	0	0	0	1	0	0	0	12
16:30	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	4	11
16:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Total	2	0	0	18	0	0	0	2	1	0	0	2	1	0	0	4	30
17:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:15	1	0	0	3	0	0	0	0	1	0	0	1	0	0	0	1	7
*** BREAK ***																	
17:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6
Total	3	0	0	3	0	0	0	1	1	0	0	1	0	0	0	5	14
Grand Total	10	0	0	38	0	0	0	3	3	0	0	4	6	0	0	29	93
Apprch %	20.8	0	0	79.2	0	0	0	100	42.9	0	0	57.1	17.1	0	0	82.9	
Total %	10.8	0	0	40.9	0	0	0	3.2	3.2	0	0	4.3	6.5	0	0	31.2	

Traff Tech Engineering Inc.

File Name : 2- 8400 Block & NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
Page No : 1

Groups Printed- Peds & Bikes

	8400 Block From North				NW 36th Street From East				8400 Block From South				NW 36th Street From West				
Start Time																	Int. Total
07:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
07:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	8
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0	7	12
*** BREAK ***																	
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3
*** BREAK ***																	
16:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
16:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	4
Total	1	0	0	0	0	0	0	0	1	0	0	7	0	0	0	1	10
17:00	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
17:30	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	6
17:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	1	1	0	0	14	0	0	0	0	16
Grand Total	2	0	0	1	0	0	0	2	3	0	0	25	0	0	0	8	41
Apprch %	66.7	0	0	33.3	0	0	0	100	10.7	0	0	89.3	0	0	0	100	
Total %	4.9	0	0	2.4	0	0	0	4.9	7.3	0	0	61	0	0	0	19.5	

Traff Tech Engineering Inc.

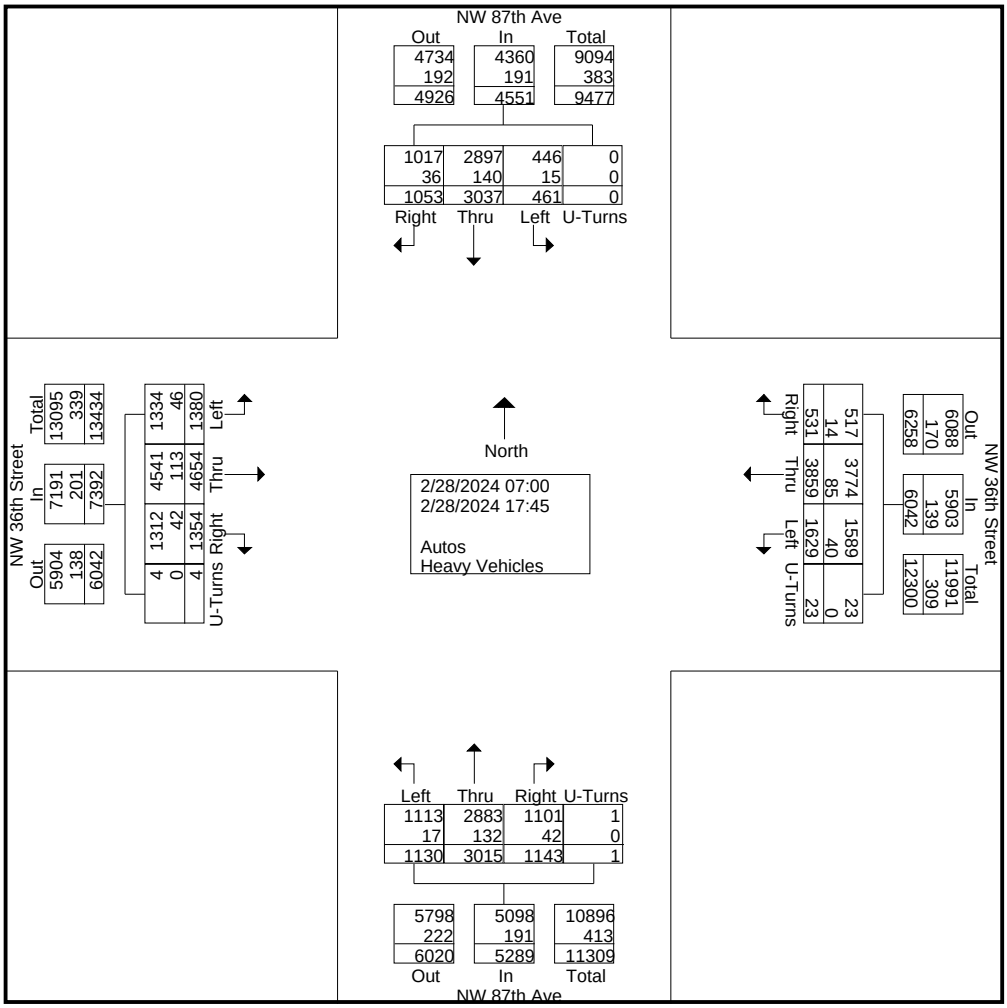
File Name : 1- NW 87th Ave NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	NW 87th Ave From North					NW 36th Street From East					NW 87th Ave From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	50	125	19	0	194	23	222	99	0	344	50	129	39	0	218	65	329	103	0	497	1253
07:15	54	159	27	0	240	28	213	110	1	352	43	130	45	0	218	101	319	73	0	493	1303
07:30	57	153	29	0	239	27	222	122	0	371	67	142	43	0	252	102	326	98	0	526	1388
07:45	63	165	19	0	247	25	249	115	0	389	69	152	55	0	276	145	330	112	0	587	1499
Total	224	602	94	0	920	103	906	446	1	1456	229	553	182	0	964	413	1304	386	0	2103	5443
08:00	44	175	20	0	239	26	263	134	3	426	62	159	46	0	267	97	307	109	0	513	1445
08:15	57	176	28	0	261	32	272	143	0	447	60	152	51	0	263	101	355	102	1	559	1530
08:30	66	162	27	0	255	26	231	110	1	368	65	159	46	0	270	110	359	113	0	582	1475
08:45	52	169	25	0	246	40	220	98	1	359	52	157	49	0	258	91	366	96	1	554	1417
Total	219	682	100	0	1001	124	986	485	5	1600	239	627	192	0	1058	399	1387	420	2	2208	5867
*** BREAK ***																					
16:00	75	236	34	0	345	39	219	73	2	333	85	241	95	0	421	53	268	63	0	384	1483
16:15	77	181	25	0	283	35	268	102	4	409	97	203	86	0	386	69	273	81	1	424	1502
16:30	67	233	35	0	335	37	230	88	3	358	111	202	68	0	381	56	287	53	0	396	1470
16:45	66	247	34	0	347	41	250	88	1	380	97	263	97	1	458	66	225	75	0	366	1551
Total	285	897	128	0	1310	152	967	351	10	1480	390	909	346	1	1646	244	1053	272	1	1570	6006
17:00	91	230	37	0	358	43	277	93	3	416	66	225	93	0	384	71	262	75	0	408	1566
17:15	90	185	27	0	302	39	227	76	1	343	77	228	110	0	415	86	267	85	0	438	1498
17:30	71	212	31	0	314	44	272	94	1	411	71	226	98	0	395	87	200	75	0	362	1482
17:45	73	229	44	0	346	26	224	84	2	336	71	247	109	0	427	54	181	67	1	303	1412
Total	325	856	139	0	1320	152	1000	347	7	1506	285	926	410	0	1621	298	910	302	1	1511	5958
Grand Total	1053	3037	461	0	4551	531	3859	1629	23	6042	1143	3015	1130	1	5289	1354	4654	1380	4	7392	23274
Apprch %	23.1	66.7	10.1	0		8.8	63.9	27	0.4		21.6	57	21.4	0		18.3	63	18.7	0.1		
Total %	4.5	13	2	0	19.6	2.3	16.6	7	0.1	26	4.9	13	4.9	0	22.7	5.8	20	5.9	0	31.8	
Autos	1017	2897	446	0	4360	517	3774	1589	23	5903	1101	2883	1113	1	5098	1312	4541	1334	4	7191	22552
% Autos	96.6	95.4	96.7	0	95.8	97.4	97.8	97.5	100	97.7	96.3	95.6	98.5	100	96.4	96.9	97.6	96.7	100	97.3	96.9
Heavy Vehicles																					
% Heavy Vehicles	3.4	4.6	3.3	0	4.2	2.6	2.2	2.5	0	2.3	3.7	4.4	1.5	0	3.6	3.1	2.4	3.3	0	2.7	3.1

Traff Tech Engineering Inc.

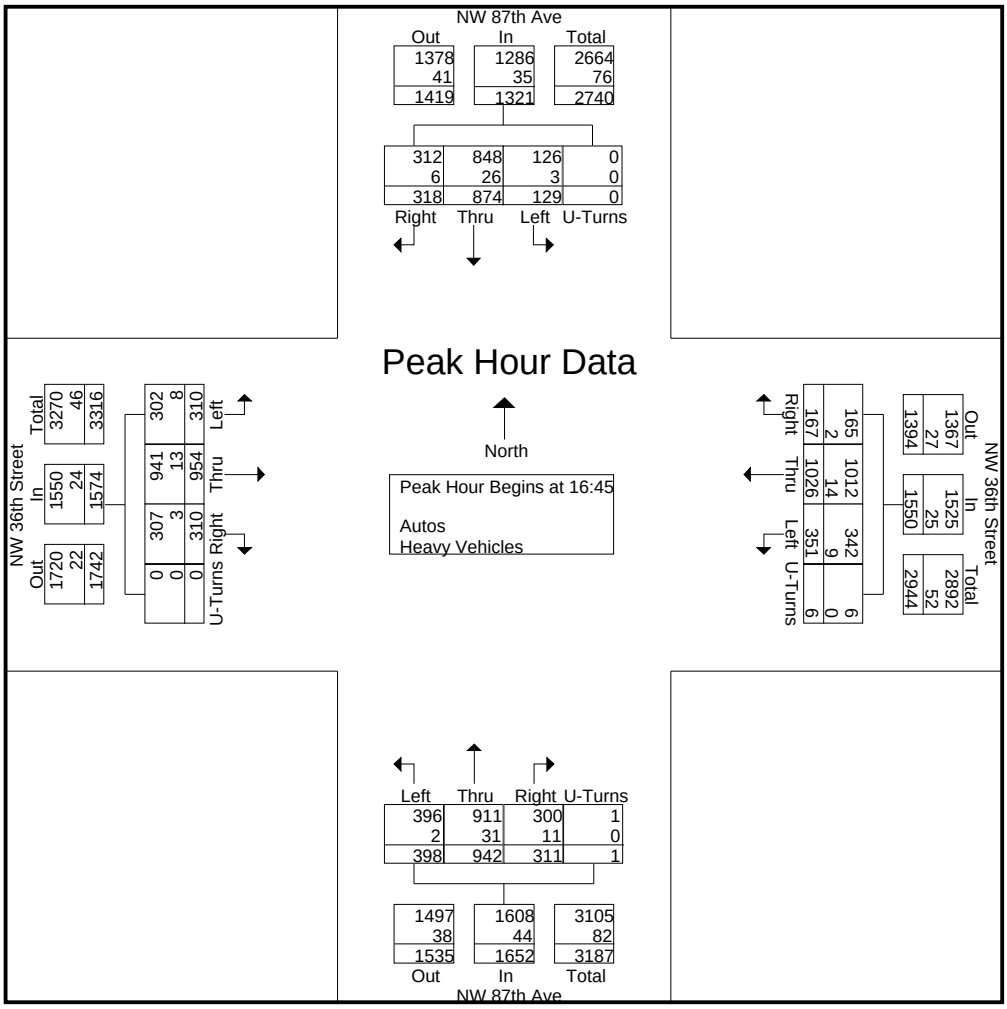
File Name : 1- NW 87th Ave NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
Page No : 2



Traff Tech Engineering Inc.

File Name : 1- NW 87th Ave NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
Page No : 3

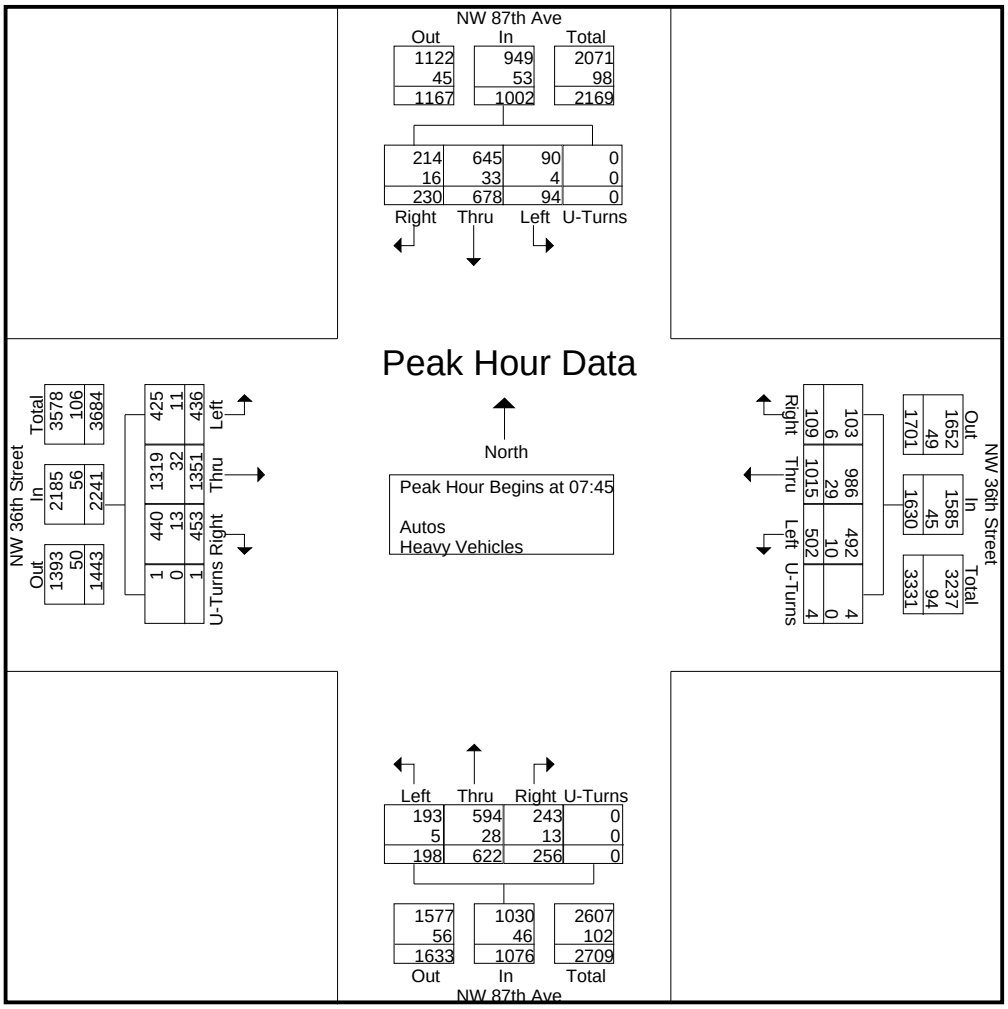
	NW 87th Ave From North					NW 36th Street From East					NW 87th Ave From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	66	**247**	34	0	347	41	250	88	1	380	**97**	**263**	97	**1**	**458**	66	225	75	0	366	1551
17:00	**91**	230	**37**	0	**358**	43	**277**	93	**3**	**416**	66	225	93	0	384	71	262	75	0	408	**1566**
17:15	90	185	27	0	302	39	227	76	1	343	77	228	**110**	0	415	86	**267**	**85**	0	**438**	1498
17:30	71	212	31	0	314	**44**	272	**94**	1	411	71	226	98	0	395	**87**	200	75	0	362	1482
Total Volume	318	874	129	0	1321	167	1026	351	6	1550	311	942	398	1	1652	310	954	310	0	1574	6097
% App. Total	24.1	66.2	9.8	0		10.8	66.2	22.6	0.4		18.8	57	24.1	0.1		19.7	60.6	19.7	0		
PHF	.874	.885	.872	.000	.922	.949	.926	.934	.500	.931	.802	.895	.905	.250	.902	.891	.893	.912	.000	.898	.973
Autos	312	848	126	0	1286	165	1012	342	6	1525	300	911	396	1	1608	307	941	302	0	1550	5969
% Autos	98.1	97.0	97.7	0	97.4	98.8	98.6	97.4	100	98.4	96.5	96.7	99.5	100	97.3	99.0	98.6	97.4	0	98.5	97.9
Heavy Vehicles	6	26	3	0	35	2	14	9	0	25	11	31	2	0	44	3	13	8	0	24	128
% Heavy Vehicles	1.9	3.0	2.3	0	2.6	1.2	1.4	2.6	0	1.6	3.5	3.3	0.5	0	2.7	1.0	1.4	2.6	0	1.5	2.1



Traff Tech Engineering Inc.

File Name : 1- NW 87th Ave NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
Page No : 4

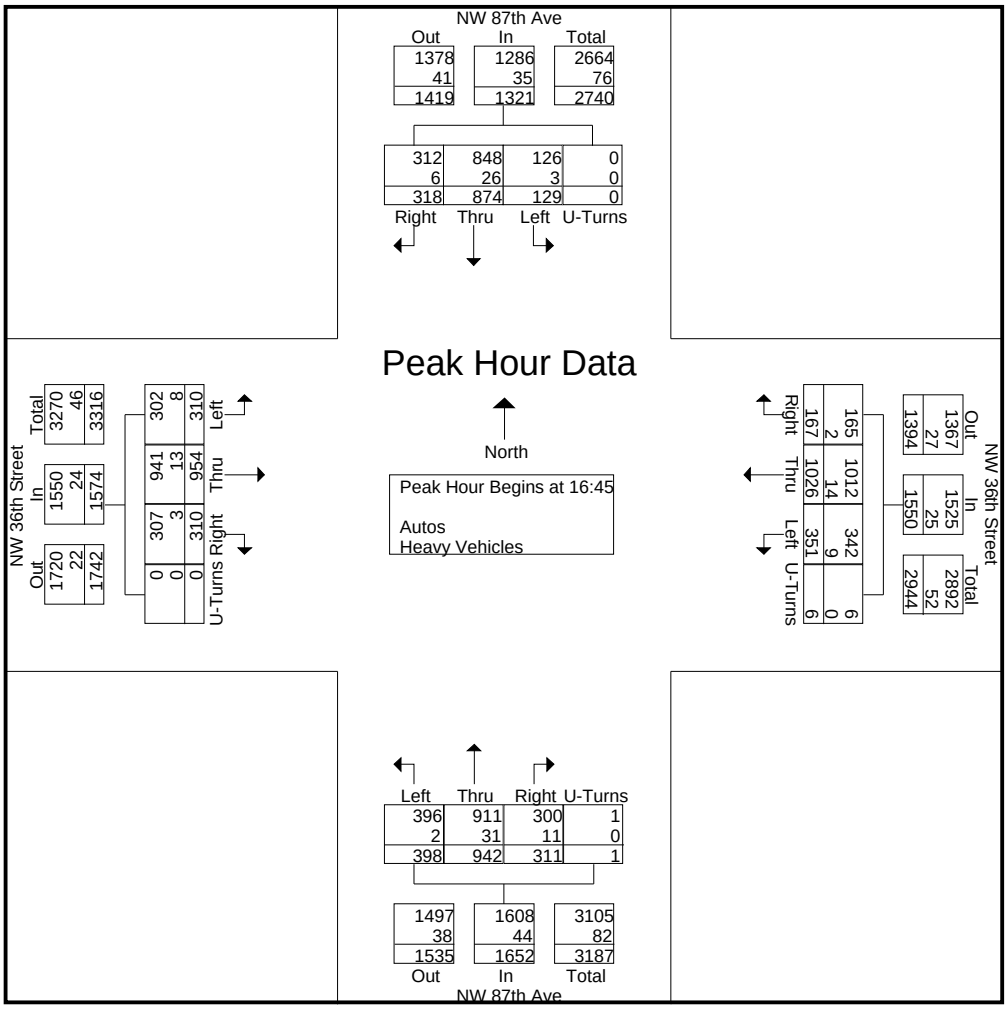
	NW 87th Ave From North					NW 36th Street From East					NW 87th Ave From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	63	165	19	0	247	25	249	115	0	389	**69**	152	**55**	0	**276**	**145**	330	112	0	**587**	1499
08:00	44	175	20	0	239	26	263	134	**3**	426	62	**159**	46	0	267	97	307	109	0	513	1445
08:15	57	**176**	**28**	0	**261**	**32**	**272**	**143**	0	**447**	60	152	51	0	263	101	355	102	**1**	559	**1530**
08:30	**66**	162	27	0	255	26	231	110	1	368	65	159	46	0	270	110	**359**	**113**	0	582	1475
Total Volume	230	678	94	0	1002	109	1015	502	4	1630	256	622	198	0	1076	453	1351	436	1	2241	5949
% App. Total	23	67.7	9.4	0		6.7	62.3	30.8	0.2		23.8	57.8	18.4	0		20.2	60.3	19.5	0		
PHF	.871	.963	.839	.000	.960	.852	.933	.878	.333	.912	.928	.978	.900	.000	.975	.781	.941	.965	.250	.954	.972
Autos	214	645	90	0	949	103	986	492	4	1585	243	594	193	0	1030	440	1319	425	1	2185	5749
% Autos	93.0	95.1	95.7	0	94.7	94.5	97.1	98.0	100	97.2	94.9	95.5	97.5	0	95.7	97.1	97.6	97.5	100	97.5	96.6
Heavy Vehicles	16	33	4	0	53	6	29	10	0	45	13	28	5	0	46	13	32	11	0	56	200
% Heavy Vehicles	7.0	4.9	4.3	0	5.3	5.5	2.9	2.0	0	2.8	5.1	4.5	2.5	0	4.3	2.9	2.4	2.5	0	2.5	3.4



Traff Tech Engineering Inc.

File Name : 1- NW 87th Ave NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
Page No : 5

	NW 87th Ave From North					NW 36th Street From East					NW 87th Ave From South					NW 36th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	66	**247**	34	0	347	41	250	88	1	380	**97**	**263**	97	**1**	**458**	66	225	75	0	366	1551
17:00	**91**	230	**37**	0	**358**	43	**277**	93	**3**	**416**	66	225	93	0	384	71	262	75	0	408	**1566**
17:15	90	185	27	0	302	39	227	76	1	343	77	228	**110**	0	415	86	**267**	**85**	0	**438**	1498
17:30	71	212	31	0	314	**44**	272	**94**	1	411	71	226	98	0	395	**87**	200	75	0	362	1482
Total Volume	318	874	129	0	1321	167	1026	351	6	1550	311	942	398	1	1652	310	954	310	0	1574	6097
% App. Total	24.1	66.2	9.8	0		10.8	66.2	22.6	0.4		18.8	57	24.1	0.1		19.7	60.6	19.7	0		
PHF	.874	.885	.872	.000	.922	.949	.926	.934	.500	.931	.802	.895	.905	.250	.902	.891	.893	.912	.000	.898	.973
Autos	312	848	126	0	1286	165	1012	342	6	1525	300	911	396	1	1608	307	941	302	0	1550	5969
% Autos	98.1	97.0	97.7	0	97.4	98.8	98.6	97.4	100	98.4	96.5	96.7	99.5	100	97.3	99.0	98.6	97.4	0	98.5	97.9
Heavy Vehicles	6	26	3	0	35	2	14	9	0	25	11	31	2	0	44	3	13	8	0	24	128
% Heavy Vehicles	1.9	3.0	2.3	0	2.6	1.2	1.4	2.6	0	1.6	3.5	3.3	0.5	0	2.7	1.0	1.4	2.6	0	1.5	2.1



Traff Tech Engineering Inc.

File Name : 1- NW 87th Ave NW 36th St
Site Code : 00000000
Start Date : 2/28/2024
Page No : 1

Groups Printed- Peds & Bikes

	NW 87th Ave From North				NW 36th Street From East				NW 87th Ave From South				NW 36th Street From West				
Start Time																	Int. Total
07:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
07:15	1	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	6
*** BREAK ***																	
Total	1	0	0	1	2	0	0	4	0	0	0	0	0	0	0	0	8
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
*** BREAK ***																	
08:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	3
*** BREAK ***																	
16:00	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
16:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
16:45	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
Total	2	0	0	0	5	0	0	1	1	0	0	0	0	0	0	1	10
17:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	4
17:15	1	0	0	0	1	0	0	3	0	0	0	0	0	0	0	1	6
17:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	3
17:45	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	4
Total	2	0	0	1	3	0	0	6	2	0	0	0	0	0	0	3	17
Grand Total	5	0	0	2	11	0	0	11	3	0	0	0	1	0	0	5	38
Apprch %	71.4	0	0	28.6	50	0	0	50	100	0	0	0	16.7	0	0	83.3	
Total %	13.2	0	0	5.3	28.9	0	0	28.9	7.9	0	0	0	2.6	0	0	13.2	

Traff Tech Engineering Inc.

File Name : NW 83rd Ave & NW 36th St
Site Code : 00000000
Start Date : 5/28/2025
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	NW 83rd Ave From North					NW 36th St From East					NW 83rd Ave From South					NW 36th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	0	0	0	0	0	302	12	3	317	10	0	10	0	20	10	323	0	0	333	670
07:15	0	0	0	0	0	0	327	10	0	337	6	0	5	0	11	12	313	0	0	325	673
07:30	0	0	0	0	0	0	327	11	3	341	9	0	4	1	14	9	290	0	0	299	654
07:45	0	0	0	0	0	0	352	15	2	369	14	0	6	1	21	14	377	0	0	391	781
Total	0	0	0	0	0	0	1308	48	8	1364	39	0	25	2	66	45	1303	0	0	1348	2778
08:00	0	0	0	0	0	0	359	21	3	383	7	0	3	0	10	19	369	0	0	388	781
08:15	0	0	0	0	0	0	381	17	2	400	15	0	11	1	27	12	390	0	0	402	829
08:30	0	0	0	0	0	0	387	13	9	409	11	0	10	1	22	20	374	0	0	394	825
08:45	0	0	0	0	0	0	396	12	6	414	4	0	5	0	9	14	366	0	0	380	803
Total	0	0	0	0	0	0	1523	63	20	1606	37	0	29	2	68	65	1499	0	0	1564	3238
*** BREAK ***																					
16:00	0	0	0	0	0	0	316	27	10	353	22	0	19	0	41	29	422	0	0	451	845
16:15	0	0	0	0	0	0	300	23	7	330	29	0	23	0	52	32	380	0	0	412	794
16:30	0	0	0	0	0	0	344	19	8	371	18	0	23	0	41	29	383	0	0	412	824
16:45	0	0	0	0	0	0	337	26	6	369	27	0	23	1	51	15	329	0	0	344	764
Total	0	0	0	0	0	0	1297	95	31	1423	96	0	88	1	185	105	1514	0	0	1619	3227
17:00	0	0	0	0	0	0	339	23	3	365	32	0	18	0	50	16	364	0	0	380	795
17:15	0	0	0	0	0	0	358	29	9	396	27	0	19	2	48	18	364	0	0	382	826
17:30	0	0	0	0	0	0	348	19	9	376	31	0	23	1	55	24	424	0	0	448	879
17:45	0	0	0	0	0	0	367	27	7	401	24	0	18	1	43	31	293	0	0	324	768
Total	0	0	0	0	0	0	1412	98	28	1538	114	0	78	4	196	89	1445	0	0	1534	3268
Grand Total	0	0	0	0	0	0	5540	304	87	5931	286	0	220	9	515	304	5761	0	0	6065	12511
Apprch %	0	0	0	0		0	93.4	5.1	1.5		55.5	0	42.7	1.7		5	95	0	0		
Total %	0	0	0	0	0	0	44.3	2.4	0.7	47.4	2.3	0	1.8	0.1	4.1	2.4	46	0	0	48.5	
Autos	0	0	0	0	0	0	5420	304	87	5811	284	0	219	9	512	303	5623	0	0	5926	12249
% Autos	0	0	0	0	0	0	97.8	100	100	98	99.3	0	99.5	100	99.4	99.7	97.6	0	0	97.7	97.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.2	0	0	2	0.7	0	0.5	0	0.6	0.3	2.4	0	0	2.3	2.1

Traff Tech Engineering Inc.

File Name : NW 83rd Ave & NW 36th St
Site Code : 00000000
Start Date : 5/28/2025
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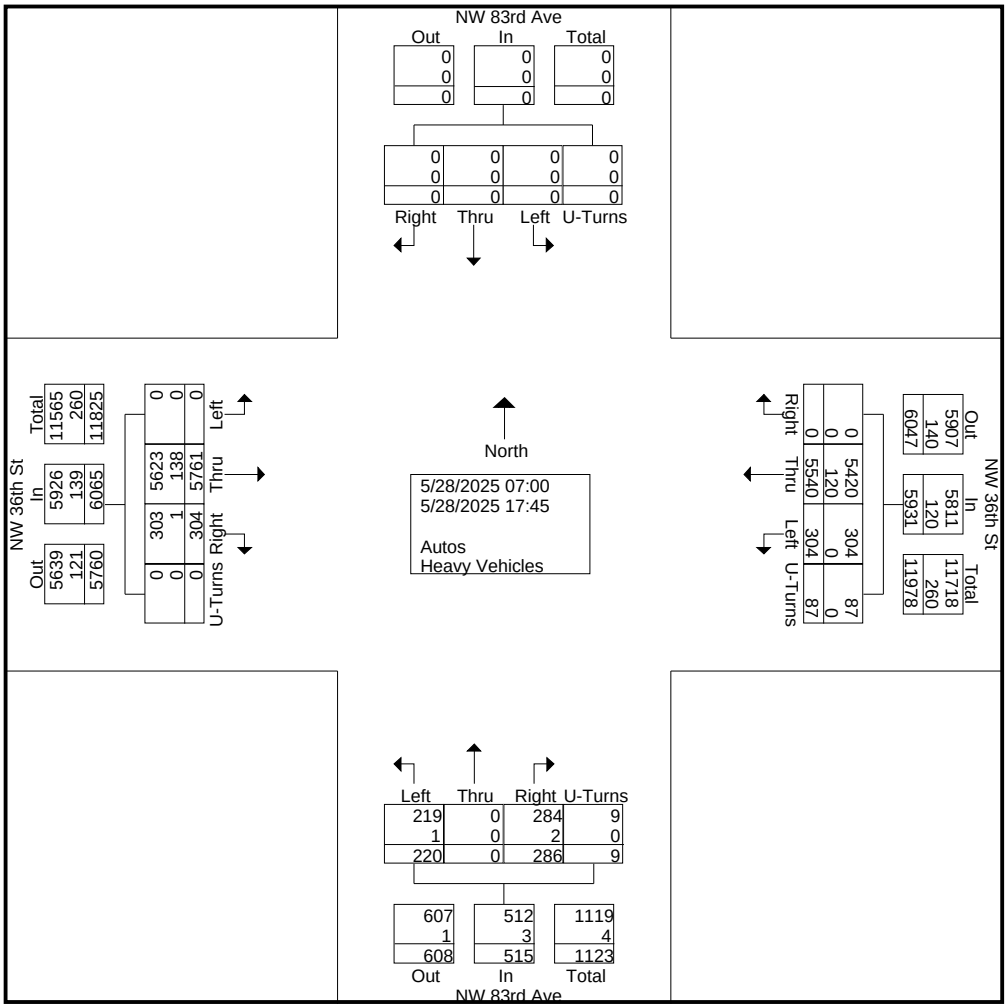
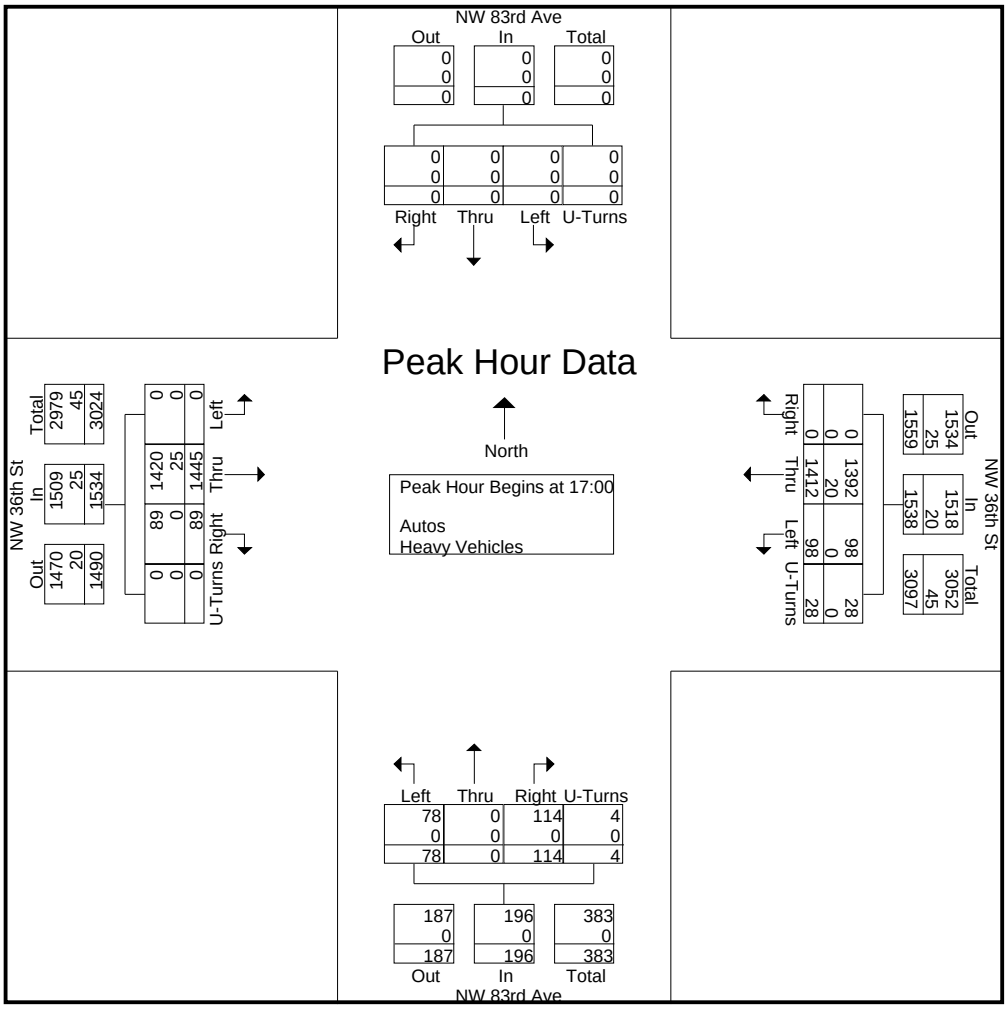


Traff Tech Engineering Inc.

File Name : NW 83rd Ave & NW 36th St
Site Code : 00000000
Start Date : 5/28/2025
Page No : 3

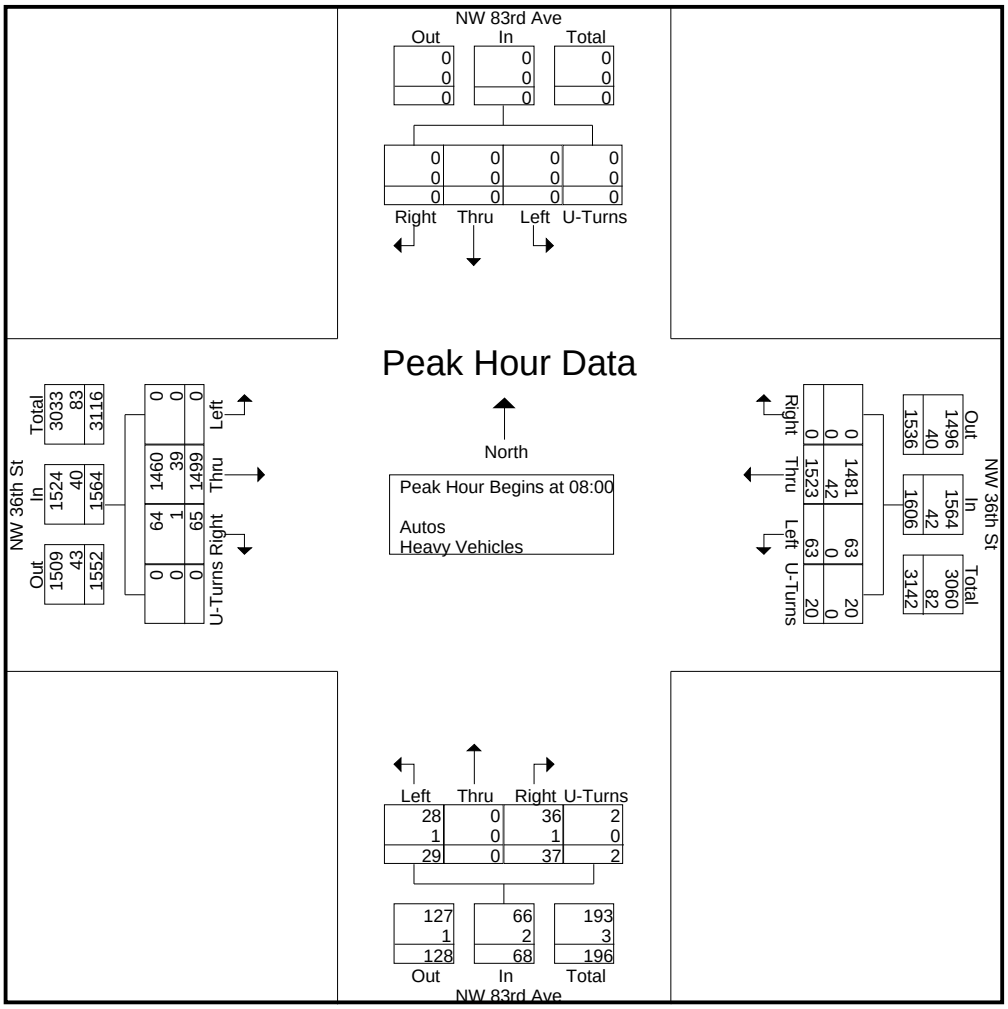
	NW 83rd Ave From North					NW 36th St From East					NW 83rd Ave From South					NW 36th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	339	23	3	365	**32**	0	18	0	50	16	364	0	0	380	795
17:15	0	0	0	0	0	0	358	**29**	**9**	396	27	0	19	**2**	48	18	364	0	0	382	826
17:30	0	0	0	0	0	0	348	19	9	376	31	0	**23**	1	**55**	24	**424**	0	0	**448**	**879**
17:45	0	0	0	0	0	0	**367**	27	7	**401**	24	0	18	1	43	**31**	293	0	0	324	768
Total Volume	0	0	0	0	0	0	1412	98	28	1538	114	0	78	4	196	89	1445	0	0	1534	3268
% App. Total	0	0	0	0		0	91.8	6.4	1.8		58.2	0	39.8	2		5.8	94.2	0	0		
PHF	.000	.000	.000	.000	.000	.000	.962	.845	.778	.959	.891	.000	.848	.500	.891	.718	.852	.000	.000	.856	.929
Autos	0	0	0	0	0	0	1392	98	28	1518	114	0	78	4	196	89	1420	0	0	1509	3223
% Autos	0	0	0	0	0	0	98.6	100	100	98.7	100	0	100	100	100	100	98.3	0	0	98.4	98.6
Heavy Vehicles	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	25	0	0	25	45
% Heavy Vehicles	0	0	0	0	0	0	1.4	0	0	1.3	0	0	0	0	0	0	1.7	0	0	1.6	1.4



Traff Tech Engineering Inc.

File Name : NW 83rd Ave & NW 36th St
Site Code : 00000000
Start Date : 5/28/2025
Page No : 4

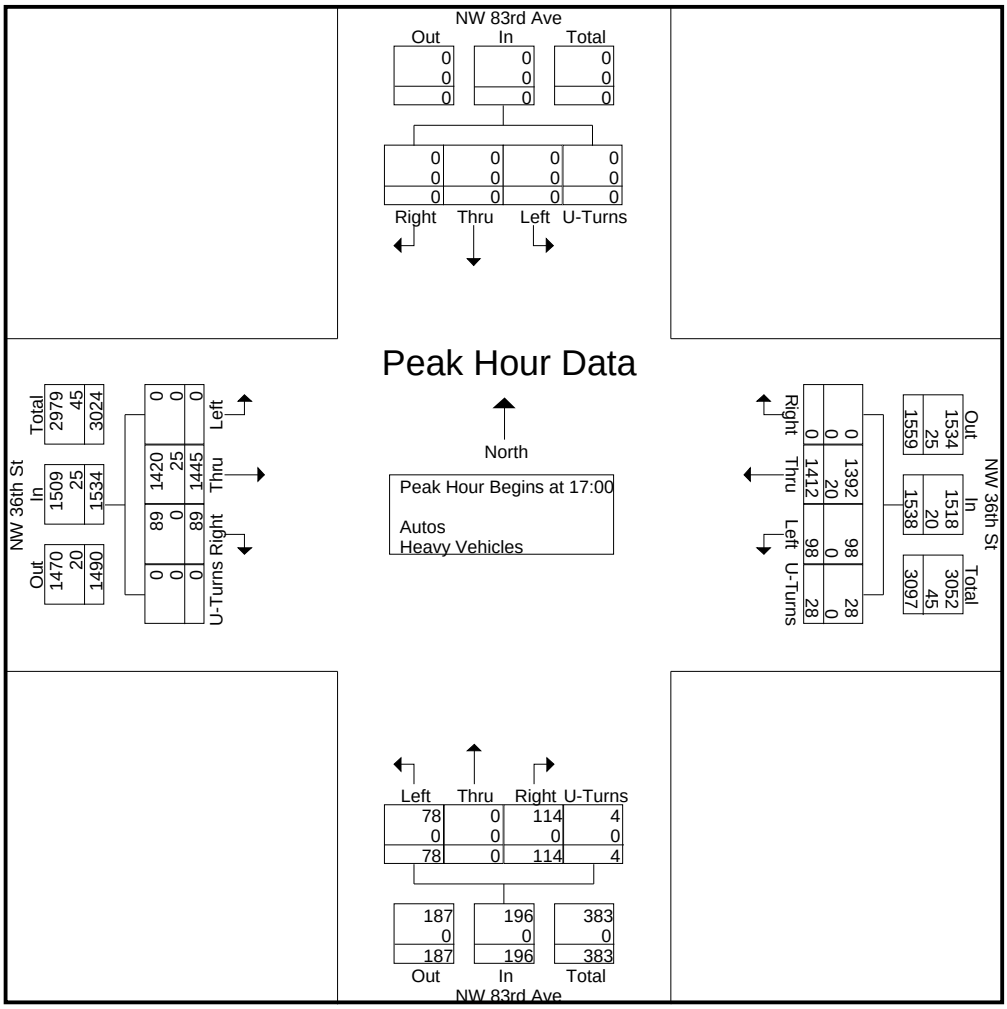
	NW 83rd Ave From North					NW 36th St From East					NW 83rd Ave From South					NW 36th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	359	**21**	3	383	7	0	3	0	10	19	369	0	0	388	781
08:15	0	0	0	0	0	0	381	17	2	400	**15**	0	**11**	**1**	**27**	12	**390**	0	0	**402**	**829**
08:30	0	0	0	0	0	0	387	13	**9**	409	11	0	10	1	22	**20**	374	0	0	394	825
08:45	0	0	0	0	0	0	**396**	12	6	**414**	4	0	5	0	9	14	366	0	0	380	803
Total Volume	0	0	0	0	0	0	1523	63	20	1606	37	0	29	2	68	65	1499	0	0	1564	3238
% App. Total	0	0	0	0		0	94.8	3.9	1.2		54.4	0	42.6	2.9		4.2	95.8	0	0		
PHF	.000	.000	.000	.000	.000	.000	.961	.750	.556	.970	.617	.000	.659	.500	.630	.813	.961	.000	.000	.973	.976
Autos	0	0	0	0	0	0	1481	63	20	1564	36	0	28	2	66	64	1460	0	0	1524	3154
% Autos	0	0	0	0	0	0	97.2	100	100	97.4	97.3	0	96.6	100	97.1	98.5	97.4	0	0	97.4	97.4
Heavy Vehicles	0	0	0	0	0	0	42	0	0	42	1	0	1	0	2	1	39	0	0	40	84
% Heavy Vehicles	0	0	0	0	0	0	2.8	0	0	2.6	2.7	0	3.4	0	2.9	1.5	2.6	0	0	2.6	2.6



Traff Tech Engineering Inc.

File Name : NW 83rd Ave & NW 36th St
Site Code : 00000000
Start Date : 5/28/2025
Page No : 5

	NW 83rd Ave From North					NW 36th St From East					NW 83rd Ave From South					NW 36th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	339	23	3	365	**32**	0	18	0	50	16	364	0	0	380	795
17:15	0	0	0	0	0	0	358	**29**	**9**	396	27	0	19	**2**	48	18	364	0	0	382	826
17:30	0	0	0	0	0	0	348	19	9	376	31	0	**23**	1	**55**	24	**424**	0	0	**448**	**879**
17:45	0	0	0	0	0	0	**367**	27	7	**401**	24	0	18	1	43	**31**	293	0	0	324	768
Total Volume	0	0	0	0	0	0	1412	98	28	1538	114	0	78	4	196	89	1445	0	0	1534	3268
% App. Total	0	0	0	0		0	91.8	6.4	1.8		58.2	0	39.8	2		5.8	94.2	0	0		
PHF	.000	.000	.000	.000	.000	.000	.962	.845	.778	.959	.891	.000	.848	.500	.891	.718	.852	.000	.000	.856	.929
Autos	0	0	0	0	0	0	1392	98	28	1518	114	0	78	4	196	89	1420	0	0	1509	3223
% Autos	0	0	0	0	0	0	98.6	100	100	98.7	100	0	100	100	100	100	98.3	0	0	98.4	98.6
Heavy Vehicles	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	25	0	0	25	45
% Heavy Vehicles	0	0	0	0	0	0	1.4	0	0	1.3	0	0	0	0	0	0	1.7	0	0	1.6	1.4



Traff Tech Engineering Inc.

File Name : NW 83rd Ave & NW 36th St
Site Code : 00000000
Start Date : 5/28/2025
Page No : 1

Groups Printed- Peds & Bikes

	NW 83rd Ave From North				NW 36th St From East				NW 83rd Ave From South				NW 36th St From West				
Start Time																	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3
*** BREAK ***																	
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	1	0	0	3	0	0	0	0	5
*** BREAK ***																	
08:30	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	6
08:45	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3
Total	0	0	0	0	0	0	0	2	1	0	0	6	0	0	0	0	9
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0	0	9
16:15	0	0	0	0	0	0	0	2	0	0	0	13	0	0	0	0	15
16:30	0	0	0	0	0	0	0	0	1	0	0	8	0	0	0	0	9
16:45	0	0	0	0	0	0	0	1	1	0	0	5	0	0	0	0	7
Total	0	0	0	0	0	0	0	5	2	0	0	33	0	0	0	0	40
17:00	0	0	0	0	0	0	0	0	1	0	0	15	1	0	0	0	17
17:15	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	5
17:30	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3
17:45	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	5	3	0	0	20	1	0	0	0	29
Grand Total	0	0	0	0	0	0	0	13	7	0	0	62	1	0	0	0	83
Apprch %	0	0	0	0	0	0	0	100	10.1	0	0	89.9	100	0	0	0	
Total %	0	0	0	0	0	0	0	15.7	8.4	0	0	74.7	1.2	0	0	0	

Miami-Dade, FL

TOD Schedule Report

4477 NW 36th St. & Galloway Rd./NW 87th ave.

2070-1C 10.57.132.96-Econolite Type-Cobalt

2/9/2021, 12:10 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	25	1	0	0	5	15	4	52	0	4.4	2.6
			2	0	0	5	18	4	15	0	4.4	2.6
			3	0	0	5	12	4	31	0	4.4	2.6
			4	0	0	5	15	4	52	0	4.4	2.6
2	W - T	73	1	7	25	10	34	3	34	0	4.4	2.6
			2	7	25	10	34	3	30	0	4.4	2.6
			3	7	25	16	34	3	60	0	4.4	2.6
			4	7	25	10	34	3	34	0	4.4	2.6
3	S - L	19	1	0	0	5	15	4	22	0	4.4	2.7
			2	0	0	5	15	4	15	0	4.4	2.7
			3	0	0	5	10	4	27	0	4.4	2.7
			4	0	0	5	15	4	22	0	4.4	2.7
4	N - T	53	1	7	27	10	35	3	57	0	4.4	2.7
			2	7	27	10	20	3	25	0	4.4	2.7
			3	7	27	14	37	3	53	0	4.4	2.7
			4	7	27	10	35	3	57	0	4.4	2.7
5	W - L	31	1	0	0	5	15	4	40	0	4.4	2.6
			2	0	0	5	10	4	15	0	4.4	2.6
			3	0	0	5	12	4	31	0	4.4	2.6
			4	0	0	5	15	4	40	0	4.4	2.6
6	E - T	67	1	7	25	10	34	3	34	0	4.4	2.6
			2	7	25	10	34	3	30	0	4.4	2.6
			3	7	25	16	34	3	60	0	4.4	2.6
			4	7	25	10	34	3	34	0	4.4	2.6
7	N - L	25	1	0	0	5	15	4	35	0	4.4	2.7
			2	0	0	5	15	4	15	0	4.4	2.7
			3	0	0	5	10	4	27	0	4.4	2.7
			4	0	0	5	15	4	35	0	4.4	2.7
8	S - T	47	1	7	27	10	37	3	51	0	4.4	2.7
			2	7	29	10	37	3	25	0	4.4	2.7
			3	7	29	14	37	3	53	0	4.4	2.7
			4	7	27	10	37	3	51	0	4.4	2.7

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	Free	-	-	-	-	-	-	-	-	-	-
05:30:00	2	120	28	18	46	19	37	18	46	17	39
06:15:00	3	180	65	47	73	19	41	38	82	19	41
10:00:00	7	170	147	25	73	19	53	31	67	25	47
14:30:00	9	190	171	27	80	26	57	43	64	33	50
19:00:00	15	150	11	22	64	17	47	28	58	22	42
21:00:00	Free	-	-	-	-	-	-	-	-	-	-

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	Free	-	-	-	-	-	-	-	-	-	-
09:00:00	20	120	40	20	40	21	39	20	40	21	39
19:00:00	Free	-	-	-	-	-	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
Free	Free	N/A
2	2	N/A
3	3	N/A
7	7	N/A
9	9	N/A
15	15	N/A
Free	Free	N/A

Miami-Dade, FL

4477 NW 36th St. & Galloway Rd./NW 87th ave. - 2070-1C 10.57.132.96 - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B											
Sequence 1																
Ring 1	1	2	3	4	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	.	.	.	.	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	.	.	.	.	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	3	4	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	.	.	.	.	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	1	2	3	4	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	.	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X	X	X	X	X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Approach	E	W	S	N	W	E	N	S	N	N	N	N	N	N	N	N
Movement	L	T	L	T	L	T	L	T								
Associated PED		X		X		X		X								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	4CDC
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	**6**	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	**7**	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	**8**	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	**9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	**10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				+	Red	X		X
2	2	V				+	Red	X		X
3	3	V				+	Red	X		
4	4	V				+	Red	X		
5	5	V				+	Red	X		X
6	6	V				+	Red	X		X
7	7	V				+	Red	X		
8	8	V				+	Red	X		
9	0	O				+	.			
10	0	O				+	.			
11	0	O				+	.			
12	0	O				+	.			
13	2	P				+	.			
14	4	P				+	.			
15	6	P				+	.			
16	8	P				+	.			

Miami-Dade, FL

4477 NW 36th St. & Galloway Rd./NW 87th ave. - 2070-1C 10.57.132.96 - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**S-L**	**N-T**	**W-L**	**E-T**	**N-L**	**S-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	10	5	10	5	10	5	10	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	27	0	25	0	27	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	34	15	35	15	34	15	37	0	0	0	0	0	0	0	0
Max2	52	34	22	57	40	34	35	51	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.6	2.6	2.7	2.7	2.6	2.6	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**S-L**	**N-T**	**W-L**	**E-T**	**N-L**	**S-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	10	5	10	5	10	5	10	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	27	0	25	0	29	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	18	34	15	20	10	34	15	37	0	0	0	0	0	0	0	0
Max2	15	30	15	25	15	30	15	25	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.6	2.6	2.7	2.7	2.6	2.6	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**S-L**	**N-T**	**W-L**	**E-T**	**N-L**	**S-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	16	5	14	5	16	5	14	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	27	0	25	0	29	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	12	34	10	37	12	34	10	37	0	0	0	0	0	0	0	0
Max2	31	60	27	53	31	60	27	53	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.6	2.6	2.7	2.7	2.6	2.6	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**S-L**	**N-T**	**W-L**	**E-T**	**N-L**	**S-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	10	5	10	5	10	5	10	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	27	0	25	0	27	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	34	15	35	15	34	15	37	0	0	0	0	0	0	0	0
Max2	52	34	22	57	40	34	35	51	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.6	2.6	2.7	2.7	2.6	2.6	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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4477 NW 36th St. & Galloway Rd./NW 87th ave. - 2070-1C 10.57.132.96 - Econolite Type - Cobalt

Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

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Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

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Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I		X				X										
Non-Act II				X				X								
Dual Entry		X		X		X		X								
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 5.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall		X		X		X		X								
Soft Recall																
No Rest																
AI Calc																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector	X		X		X		X									
Vehicle Recall																
Ped Recall																
Max Recall		X		X		X		X								
Soft Recall																
No Rest																
AI Calc																

Plan # 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector	X		X		X		X									
Vehicle Recall																
Ped Recall																
Max Recall		X		X		X		X								
Soft Recall																
No Rest																
AI Calc																

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Coordination Options
Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	No	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

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

Split Demand (MM) 3-5

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

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

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Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	120	Std (COS)	17	Offsets In	Seconds
Offset Value	28s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	18	46	19	37	18	46	17	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	180	Std (COS)	25	Offsets In	Seconds
Offset Value	65s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	3		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	47	73	19	41	38	82	19	41	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	180s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	160	Std (COS)	73	Offsets In	Seconds
Offset Value	67s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	6		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	30	65	23	42	40	55	26	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	170	Std (COS)	81	Offsets In	Seconds
Offset Value	147s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	7		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	25	73	19	53	31	67	25	47	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	170s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Seconds
Cycle	190	Std (COS)	97	Offsets In	Seconds
Offset Value	171s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	9		
Max Select	MAXINH	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 9)	27	80	26	57	43	64	33	50	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	190s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	150	Std (COS)	153	Offsets In	Seconds
Offset Value	71s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	13		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	31	46	25	48	31	46	36	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	152s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	120	Std (COS)	161	Offsets In	Seconds
Offset Value	119s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	14		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	19	44	19	38	19	44	19	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	121s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 15

Split Pattern	15	TS2 (Pat-Off)	4-3	Splits In	Seconds
Cycle	150	Std (COS)	169	Offsets In	Seconds
Offset Value	11s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 15)	22	64	17	47	28	58	22	42	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	150s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 18

Split Pattern	18	TS2 (Pat-Off)	5-3	Splits In	Seconds
Cycle	100	Std (COS)	217	Offsets In	Seconds
Offset Value	23s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	18		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 18)	14	37	13	36	14	37	13	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	120	Std (COS)	233	Offsets In	Seconds
Offset Value	40s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	2		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	20		
Max Select	MAX 2	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	20	40	21	39	20	40	21	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 21

Split Pattern	21	TS2 (Pat-Off)	6-3	Splits In	Seconds
Cycle	120	Std (COS)	10	Offsets In	Seconds
Offset Value	38s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	21		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 21)	17	43	18	42	17	43	18	42	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 24

Split Pattern	24	TS2 (Pat-Off)	7-3	Splits In	Seconds
Cycle	140	Std (COS)	34	Offsets In	Seconds
Offset Value	124s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	24		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 24)	20	43	36	41	20	43	46	31	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	140s	140s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 25

Split Pattern	25	TS2 (Pat-Off)	8-1	Splits In	Seconds
Cycle	150	Std (COS)	42	Offsets In	Seconds
Offset Value	22s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	25		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 25)	28	60	30	32	20	68	32	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	150s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 26

Split Pattern	26	TS2 (Pat-Off)	8-2	Splits In	Seconds
Cycle	170	Std (COS)	74	Offsets In	Seconds
Offset Value	146s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	26		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 26)	29	63	36	42	29	63	40	38	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	170s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 27

Split Pattern	27	TS2 (Pat-Off)	8-3	Splits In	Seconds
Cycle	190	Std (COS)	82	Offsets In	Seconds
Offset Value	56s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	27		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 27)	29	69	34	58	29	69	37	55	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	190s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 28

Split Pattern	28	TS2 (Pat-Off)	9-1	Splits In	Seconds
Cycle	150	Std (COS)	90	Offsets In	Seconds
Offset Value	56s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	28		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 28)	20	50	28	52	20	50	33	47	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	150s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 29

Split Pattern	29	TS2 (Pat-Off)	9-2	Splits In	Seconds
Cycle	180	Std (COS)	98	Offsets In	Seconds
Offset Value	131s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	29		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 29)	24	102	26	28	25	101	21	33	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	180s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 30

Split Pattern	30	TS2 (Pat-Off)	9-3	Splits In	Seconds
Cycle	120	Std (COS)	106	Offsets In	Seconds
Offset Value	81s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	30		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 30)	17	43	25	35	17	43	23	37	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	**1**	**2**	**3**	**4**
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Miami-Dade, FL

4477 NW 36th St. & Galloway Rd./NW 87th ave. - 2070-1C 10.57.132.96 - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 1 - "1"

Pattern	1	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3 - "3"

Pattern	3	Override Sys	No
Timing Plan	1	Sequence	3
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 5 - "5"

Pattern	5	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	1	Sequence	2
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 8 - "8"

Pattern	8	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 9 - "9"

Pattern	9	Override Sys	No
Timing Plan	1	Sequence	2
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 13 - "13"

Pattern	13	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 15 - "15"

Pattern	15	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 18 - "18"

Pattern	18	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 20 - "20"

Pattern	20	Override Sys	No
Timing Plan	2	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 21 - "21"

Pattern	21	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 24 - "24"

Pattern	24	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 25 - "25"

Pattern	25	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 26 - "26"

Pattern	26	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 27 - "27"

Pattern	27	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 28 - "28"

Pattern	28	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 29 - "29"

Pattern	29	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 30 - "30"

Pattern	30	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "Free"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "Flash"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

4477 NW 36th St. & Galloway Rd./NW 87th ave. - 2070-1C 10.57.132.96 - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "Weekdays"

Event	Action Plan	Start Time
1	62	00:00
2	2	05:30
3	3	06:15
4	7	10:00
5	9	14:30
6	15	19:00
7	62	21:00

Day Plan #2 - "Weekends"

Event	Action Plan	Start Time
1	62	00:00
2	20	09:00
3	62	19:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

Schedule Number - 3

Day Plan No.: 3

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT

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

Miami-Dade, FL

TOD Schedule Report

4571 - NW 36th Street & NW 8400 Blk

2070 1C-Econolite Type-Cobalt

2/9/2021, 12:24 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	15	1	0	0	5	6	2	12	0	4	2
			2	0	0	5	6	2	12	0	4	2
			3	0	0	5	6	2	12	0	4	2
			4	0	0	5	35	5	40	0	3	1
2	W - T	110	1	0	0	16	50	1	0	0	4	2
			2	0	0	16	35	1	0	0	4	2
			3	0	0	16	35	1	0	0	4	2
			4	10	16	5	35	5	40	0	3	1
3	S - T	19	1	0	0	7	12	5	10	0	4	2.2
			2	0	0	7	12	2.5	10	0	4	2.2
			3	0	0	7	12	2.5	26	0	4	2.2
			4	0	0	5	35	5	40	0	3	1
4	N - T	26	1	0	0	7	10	2.5	26	0	4	2.2
			2	0	0	7	10	2.5	20	0	4	2.2
			3	0	0	7	10	2.5	20	0	4	2.2
			4	10	16	5	35	5	40	0	3	1
6	E - T	125	1	0	0	16	50	1	0	0	4	2
			2	0	0	16	35	1	0	0	4	2
			3	0	0	16	35	1	0	0	4	2
			4	10	16	5	35	5	40	0	3	1

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 6
00:00:00	63	-	-	-	-	-	-	-
05:30:00	2	120	107	12	76	16	16	88
06:15:00	3	180	72	16	116	24	24	132
10:00:00	7	170	18	15	110	19	26	125
14:30:00	9	190	31	17	135	20	18	152
19:00:00	15	150	18	12	98	17	23	110
21:00:00	62	-	-	-	-	-	-	-

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 6
00:00:00	63	-	-	-	-	-	-	-
08:00:00	62	-	-	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
63	Flash	N/A
2	2	N/A
3	3	N/A
7	7	N/A
9	9	N/A
15	15	N/A
62	Free	N/A

Miami-Dade, FL

4571 - NW 36th Street & NW 8400 Blk - 2070 1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X		X										
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Approach	E	W	S	N	N	E	N	N	N	N	N	N	N	N	N	N
Movement	L	T	T	T		T										
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	F83B
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	**1**		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	**2**	X		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	**6**	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	**7**	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	**8**	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	**9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	**10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				+	Red	X		X
2	2	V				+	Yel		X	X
3	3	V				+	Red	X		
4	4	V				+	Red	X		
5	0	V				+	.			
6	6	V				+	Yel		X	X
7	0	V				+	.			
8	0	V				+	.			
9	0	O				+	.			
10	0	O				+	.			
11	0	O				+	.			
12	0	O				+	.			
13	0	P				+	.			
14	0	P				+	.			
15	0	P				+	.			
16	0	P				+	.			

Miami-Dade, FL

4571 - NW 36th Street & NW 8400 Blk - 2070 1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - "PHASE BANK 1"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**S-T**	**N-T**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	16	7	7	0	16	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	5.0	2.5	0.0	1.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	6	50	12	10	0	50	35	35	35	35	35	35	35	35	35	35
Max2	12	0	10	26	0	0	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.2	2.2	0.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	5.0	2.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "PHASE BANK 2"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**S-T**	**N-T**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	16	7	7	0	16	0	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	2.5	2.5	0.0	1.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	6	35	12	10	0	35	0	0	35	35	35	35	35	35	35	35
Max2	12	0	10	20	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	4.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.2	2.2	0.0	2.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	2.5	2.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "PHASE BANK 3"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**S-T**	**N-T**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	16	7	7	0	16	0	0	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	2.5	2.5	0.0	1.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	6	35	12	10	0	35	0	0	35	35	35	35	35	35	35	35
Max2	12	0	26	20	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	4.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.2	2.2	0.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	2.5	2.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**S-T**	**N-T**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL

4571 - NW 36th Street & NW 8400 Blk - 2070 1C - Econolite Type - Cobalt

Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	0	0	0	0.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

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Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

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Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I		X				X										
Non-Act II																
Dual Entry																
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall																
Soft Recall		X				X										
No Rest																
AI Calc																

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Coordination Options
Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

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

Split Demand (MM) 3-5

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

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

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Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	120	Std (COS)	17	Offsets In	Seconds
Offset Value	107s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	12	76	16	16	0	88	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	88s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	180	Std (COS)	25	Offsets In	Seconds
Offset Value	72s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	16	116	24	24	0	132	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	132s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	160	Std (COS)	73	Offsets In	Seconds
Offset Value	84s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	6		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	13	107	17	23	0	120	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	170	Std (COS)	81	Offsets In	Seconds
Offset Value	18s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	7		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	15	110	19	26	0	125	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	125s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Seconds
Cycle	190	Std (COS)	97	Offsets In	Seconds
Offset Value	31s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	9		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 9)	17	135	20	18	0	152	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	152s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	150	Std (COS)	153	Offsets In	Seconds
Offset Value	3s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	13		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	13	100	18	19	0	113	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	113s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	120	Std (COS)	161	Offsets In	Seconds
Offset Value	58s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	14		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	0	85	17	18	0	85	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	85s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase	X								X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 15

Split Pattern	15	TS2 (Pat-Off)	4-3	Splits In	Seconds
Cycle	150	Std (COS)	169	Offsets In	Seconds
Offset Value	18s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 15)	12	98	17	23	0	110	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	110s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 19

Split Pattern	19	TS2 (Pat-Off)	6-1	Splits In	Seconds
Cycle	100	Std (COS)	225	Offsets In	Seconds
Offset Value	42s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	19		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 19)	0	71	14	15	0	71	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	71s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	120	Std (COS)	233	Offsets In	Seconds
Offset Value	42s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	20		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	0	85	17	18	0	85	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	85s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 29

Split Pattern	29	TS2 (Pat-Off)	9-2	Splits In	Seconds
Cycle	180	Std (COS)	98	Offsets In	Seconds
Offset Value	82s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	29		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 29)	13	130	18	19	13	130	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	143s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 30

Split Pattern	30	TS2 (Pat-Off)	9-3	Splits In	Seconds
Cycle	120	Std (COS)	106	Offsets In	Seconds
Offset Value	80s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	30		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Description	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 30)	12	76	16	16	0	76	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	**1**	**2**	**3**	**4**
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	76s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

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Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 1 - "1"

Pattern	1	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3 - "3"

Pattern	3	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 5 - "5"

Pattern	5	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 8 - "8"

Pattern	8	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 9 - "9"

Pattern	9	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 10 - "10"

Pattern	10	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 11 - "11"

Pattern	11	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 12 - "12"

Pattern	12	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 13 - "13"

Pattern	13	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 15 - "15"

Pattern	15	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 16 - "16"

Pattern	3	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit	X				X											
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 17 - "17"

Pattern	9	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit	X				X											
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 18 - "18"

Pattern	13	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit	X				X											
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 19 - "19"

Pattern	19	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 20 - "20"

Pattern	20	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 21 - "21"

Pattern	21	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 22 - "22"

Pattern	22	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 23 - "23"

Pattern	23	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 24 - "24"

Pattern	24	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 25 - "25"

Pattern	25	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 26 - "26"

Pattern	26	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 27 - "27"

Pattern	27	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 28 - "28"

Pattern	28	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 29 - "29"

Pattern	29	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 30 - "30"

Pattern	30	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "62"

Pattern	Free	Override Sys	No
Timing Plan	1	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall		X				X										
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "63"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

4571 - NW 36th Street & NW 8400 Blk - 2070 1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	63	00:00
2	2	05:30
3	3	06:15
4	7	10:00
5	9	14:30
6	15	19:00
7	62	21:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	63	00:00
2	62	08:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

Miami-Dade, FL

TOD Schedule Report

4569 - NW 36th Street & NW 82nd Ave

2070 1C-Econolite Type-Cobalt

2/9/2021, 1:43 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	24	1	0	0	5	7	2	11	0	4.4	2
			2	0	0	5	7	2	11	0	4.4	2
			3	0	0	5	7	2	10	0	4.4	2
			4	0	0	5	7	2	11	0	4.4	2
2	W - T	98	1	5	22	16	30	1	30	0	4.4	2
			2	5	22	16	30	1	30	0	4.4	2
			3	5	22	16	60	1	60	0	4.4	2
			4	5	22	16	30	1	30	0	4.4	2
4	N - T	48	1	0	0	7	10	2.5	35	0	4	3
			2	0	0	7	10	2.5	42	0	4	3
			3	0	0	7	15	2.5	35	0	4	3
			4	0	0	7	10	2.5	35	0	4	3
5	W - L	32	1	0	0	5	7	3	40	0	4.4	2
			2	0	0	5	7	3	40	0	4.4	2
			3	0	0	5	7	3	40	0	4.4	2
			4	0	0	5	7	3	40	0	4.4	2
6	E - T	90	1	5	22	16	30	1	30	0	4.4	2
			2	5	22	16	30	1	30	0	4.4	2
			3	5	22	16	60	1	60	0	4.4	2
			4	5	22	16	30	1	30	0	4.4	2
7	W	12	1	0	0	5	7	3.5	11	0	4	2
			2	0	0	0	0	0	0	0	0	0
			3	0	0	0	0	0	0	0	0	0
			4	0	0	6	7	3.5	11	0	4	2
8	S - T	36	1	5	28	7	10	2.5	35	0	4	3
			2	5	28	7	10	2.5	42	0	4	3
			3	5	28	7	15	2.5	35	0	4	3
			4	5	28	7	10	2.5	35	0	4	3

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	63	-	-	-	-	-	-	-	-	-
05:30:00	2	120	88	15	57	48	15	57	12	36
06:15:00	3	180	77	30	102	48	30	102	12	36
10:00:00	7	170	13	24	98	48	32	90	12	36
14:30:00	9	190	49	25	117	48	24	118	12	36
19:00:00	15	150	33	21	81	48	28	74	12	36
21:00:00	62	-	-	-	-	-	-	-	-	-

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	63	-	-	-	-	-	-	-	-	-
09:00:00	62	-	-	-	-	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
63	Flash	N/A
2	2	N/A
3	3	N/A
7	7	N/A
9	9	N/A
15	15	N/A
62	Free	N/A

Miami-Dade, FL

4569 - NW 36th Street & NW 82nd Ave - 2070 1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	.	4	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	.	.	.	.	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X		X	X	X	X	X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Approach	E	W	E	N	W	E	W	S	N	N	N	N	N	N	N	N
Movement	L	T		T	L	T		T								
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	A753
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	**1**		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	**2**	X		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	X		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	X	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	X	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	**6**	.	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	**7**	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	**8**	.	.	.	X	.	.	.		.	.	.	.	.	.	.	.
With	**9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	**10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Auto	X		
2	2	V				-	Auto		X	X
3	0	.				-	Auto	X		
4	4	V				-	Auto	X		X
5	5	V				+	Auto	X		
6	6	V				+	Auto		X	X
7	7	V				+	Auto	X		
8	8	V				+	Auto	X		X
9	0	.				-	Auto			
10	0	.				-	Auto			
11	0	.				+	Auto			
12	0	.				+	Auto			
13	2	P				-	Auto	X		
14	0	.				+	Auto	X		X
15	6	P				-	Auto	X		
16	8	P				+	Auto	X		X

Miami-Dade, FL

4569 - NW 36th Street & NW 82nd Ave - 2070 1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**E**	**N-T**	**W-L**	**E-T**	**W**	**S-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	16	0	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	0	0	5	0	5	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	0	0	22	0	28	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	0.0	2.5	3.0	1.0	3.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	7	30	0	10	7	30	7	10	0	0	0	0	0	0	0	0
Max2	11	30	0	35	40	30	11	35	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	4.0	4.4	4.4	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	0.0	3.0	2.0	2.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**E**	**N-T**	**W-L**	**E-T**	**W**	**S-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	16	0	7	5	16	0	7	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	0	0	5	0	5	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	0	0	22	0	28	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	0.0	2.5	3.0	1.0	0.0	2.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	7	30	0	10	7	30	0	10	35	35	35	35	35	35	35	35
Max2	11	30	0	42	40	30	0	42	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	4.0	4.4	4.4	0.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	0.0	3.0	2.0	2.0	0.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**E**	**N-T**	**W-L**	**E-T**	**W**	**S-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	16	0	7	5	16	0	7	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	0	0	5	0	5	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	0	0	22	0	28	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	0.0	2.5	3.0	1.0	0.0	2.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	7	60	0	15	7	60	0	15	35	35	35	35	35	35	35	35
Max2	10	60	0	35	40	60	0	35	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	4.0	4.4	4.4	0.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	0.0	3.0	2.0	2.0	0.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**E**	**N-T**	**W-L**	**E-T**	**W**	**S-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	16	0	7	5	16	6	7	0	0	0	0	0	0	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	0	0	5	0	5	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	0	0	22	0	28	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	0.0	2.5	3.0	1.0	3.5	2.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	7	30	0	10	7	30	7	10	35	35	35	35	35	35	35	35
Max2	11	30	0	35	40	30	11	35	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	4.0	4.4	4.4	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	0.0	3.0	2.0	2.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	2	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

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Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

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Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I		X				X										
Non-Act II																
Dual Entry				X				X								
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel								X								
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 5.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

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Coordination Options
Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	No	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	8	21	0	13	8	21	0	13	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

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

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

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Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	120	Std (COS)	17	Offsets In	Seconds
Offset Value	88s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Description	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	15	57	0	48	15	57	12	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	**1**	**2**	**3**	**4**
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	180	Std (COS)	25	Offsets In	Seconds
Offset Value	77s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	30	102	0	48	30	102	12	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	180s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	160	Std (COS)	73	Offsets In	Seconds
Offset Value	124s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	6		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	23	89	0	48	22	90	12	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	170	Std (COS)	81	Offsets In	Seconds
Offset Value	13s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	7		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	24	98	0	48	32	90	12	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	170s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Seconds
Cycle	190	Std (COS)	97	Offsets In	Seconds
Offset Value	49s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	9		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 9)	25	117	0	48	24	118	12	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	190s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	150	Std (COS)	153	Offsets In	Seconds
Offset Value	84s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	13		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	15	96	0	39	15	96	0	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	150s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	120	Std (COS)	161	Offsets In	Seconds
Offset Value	6s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	14		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	18	54	0	48	18	54	12	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 15

Split Pattern	15	TS2 (Pat-Off)	4-3	Splits In	Seconds
Cycle	150	Std (COS)	169	Offsets In	Seconds
Offset Value	33s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 15)	21	81	0	48	28	74	12	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	150s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 18

Split Pattern	18	TS2 (Pat-Off)	5-3	Splits In	Seconds
Cycle	100	Std (COS)	217	Offsets In	Seconds
Offset Value	73s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 18)	18	43	0	39	18	43	0	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	120	Std (COS)	233	Offsets In	Seconds
Offset Value	73s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	20	61	0	39	20	61	0	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 24

Split Pattern	24	TS2 (Pat-Off)	7-3	Splits In	Seconds
Cycle	140	Std (COS)	34	Offsets In	Seconds
Offset Value	78s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 24)	52	49	0	39	52	49	0	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	140s	140s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 29

Split Pattern	29	TS2 (Pat-Off)	9-2	Splits In	Seconds
Cycle	180	Std (COS)	98	Offsets In	Seconds
Offset Value	70s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Description	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 29)	52	89	0	39	65	76	0	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	**1**	**2**	**3**	**4**
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	180s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Miami-Dade, FL

4569 - NW 36th Street & NW 82nd Ave - 2070 1C - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3 - "3"

Pattern	3	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 9 - "9"

Pattern	9	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 13 - "13"

Pattern	13	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 15 - "15"

Pattern	15	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "62"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "63"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

4569 - NW 36th Street & NW 82nd Ave - 2070 1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	63	00:00
2	2	05:30
3	3	06:15
4	7	10:00
5	9	14:30
6	15	19:00
7	62	21:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	63	00:00
2	62	09:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

Miami-Dade, FL

TOD Schedule Report

6732 - NW 36th Street & NW 8300 Blk

2070 1C-Econolite Type-Cobalt

2/9/2021, 12:09 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
2	W - T	135	1	0	0	16	35	1	0	0	4	2
			2	10	16	5	35	5	40	0	3	1
			3	10	16	5	35	5	40	0	3	1
			4	10	16	5	35	5	40	0	3	1
4	N - T	35	1	5	20	7	7	2.5	7	0	4	2.2
			2	10	16	5	35	5	40	0	3	1
			3	10	16	5	35	5	40	0	3	1
			4	10	16	5	35	5	40	0	3	1
5	W - L	20	1	0	0	5	5	2	5	0	4	2
			2	0	0	5	35	5	40	0	3	1
			3	0	0	5	35	5	40	0	3	1
			4	0	0	5	35	5	40	0	3	1
6	E - T	115	1	0	0	16	35	1	0	0	4	2
			2	10	16	5	35	5	40	0	3	1
			3	10	16	5	35	5	40	0	3	1
			4	10	16	5	35	5	40	0	3	1

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 5	Phs Spl 6
00:00:00	63	-	-	-	-	-	-
05:30:00	2	120	82	100	20	11	89
06:15:00	3	180	38	155	25	11	144
10:00:00	7	170	2	135	35	20	115
14:30:00	9	190	26	140	50	20	120
19:00:00	15	150	2	118	32	18	100
21:00:00	62	-	-	-	-	-	-

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 5	Phs Spl 6
00:00:00	63	-	-	-	-	-	-
09:00:00	20	-	-	-	-	-	-
23:59:00	62	-	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
63	Flash	N/A
2	2	N/A
3	3	N/A
7	7	N/A
9	9	N/A
15	15	N/A
62	Free	N/A

Miami-Dade, FL

6732 - NW 36th Street & NW 8300 Blk - 2070 1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

		01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
		B		B		B											
Sequence 1																	
Ring 1	|	.	2 |	.	4 |	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	|	5	6 |	.	8 |	.	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use		X		X	X	X										
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Approach	N	W	N	N	W	E	N	N	N	N	N	N	N	N	N	N
Movement		T		T	L	T										
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	C0C7
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	0	V				+	.			
2	2	V				+	Yel		X	X
3	0	V				+	.			
4	4	V				+	Red	X		
5	5	V				+	Red	X		X
6	6	V				+	Yel		X	X
7	0	V				+	.			
8	0	V				+	.			
9	0	O				+	.			
10	0	O				+	.			
11	0	O				+	.			
12	0	O				+	.			
13	0	P				+	.			
14	4	P				+	.			
15	0	P				+	.			
16	0	P				+	.			

Miami-Dade, FL

6732 - NW 36th Street & NW 8300 Blk - 2070 1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**W-T**	**N**	**N-T**	**W-L**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	16	0	7	5	16	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.5	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	35	0	7	5	35	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.0	0.0	2.2	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.2	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**W-T**	**N**	**N-T**	**W-L**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**W-T**	**N**	**N-T**	**W-L**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**W-T**	**N**	**N-T**	**W-L**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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6732 - NW 36th Street & NW 8300 Blk - 2070 1C - Econolite Type - Cobalt

Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

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Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

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Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I		X				X										
Non-Act II																
Dual Entry																
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

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Coordination Options
Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	No
Local Zero Override	Yes	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

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

Split Demand (MM) 3-5

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

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

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Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	120	Std (COS)	17	Offsets In	Seconds
Offset Value	82s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	0	100	0	20	11	89	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	100s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	180	Std (COS)	25	Offsets In	Seconds
Offset Value	38s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	0	155	0	25	11	144	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	155s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	160	Std (COS)	73	Offsets In	Seconds
Offset Value	30s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	6		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	0	135	0	25	11	124	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	135s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	170	Std (COS)	81	Offsets In	Seconds
Offset Value	2s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	7		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	0	135	0	35	20	115	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	135s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Seconds
Cycle	190	Std (COS)	97	Offsets In	Seconds
Offset Value	26s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	9		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 9)	0	140	0	50	20	120	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	140s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	150	Std (COS)	153	Offsets In	Seconds
Offset Value	86s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	13		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	0	136	0	14	11	125	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	136s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	120	Std (COS)	161	Offsets In	Seconds
Offset Value	70s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	14		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	0	96	0	24	11	85	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	96s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 15

Split Pattern	15	TS2 (Pat-Off)	4-3	Splits In	Seconds
Cycle	150	Std (COS)	169	Offsets In	Seconds
Offset Value	2s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 15)	0	118	0	32	18	100	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	118s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 19

Split Pattern	19	TS2 (Pat-Off)	6-1	Splits In	Seconds
Cycle	100	Std (COS)	225	Offsets In	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 19)	0	86	0	14	11	75	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	86s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	120	Std (COS)	233	Offsets In	Seconds
Offset Value	106s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	0	96	0	24	11	85	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	96s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 29

Split Pattern	29	TS2 (Pat-Off)	9-2	Splits In	Seconds
Cycle	180	Std (COS)	98	Offsets In	Seconds
Offset Value	88s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 29)	0	166	0	14	11	155	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	166s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 30

Split Pattern	30	TS2 (Pat-Off)	9-3	Splits In	Seconds
Cycle	120	Std (COS)	106	Offsets In	Seconds
Offset Value	96s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Description	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 30)	0	106	0	14	11	95	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	**1**	**2**	**3**	**4**
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	106s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Miami-Dade, FL

6732 - NW 36th Street & NW 8300 Blk - 2070 1C - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3 - "3"

Pattern	3	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 9 - "9"

Pattern	9	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 13 - "13"

Pattern	13	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 15 - "15"

Pattern	15	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "62"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "63"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

6732 - NW 36th Street & NW 8300 Blk - 2070 1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	63	00:00
2	2	05:30
3	3	06:15
4	7	10:00
5	9	14:30
6	15	19:00
7	62	21:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	63	00:00
2	20	09:00
3	62	23:59

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Schedule Number - 2

Day Plan No.: 2

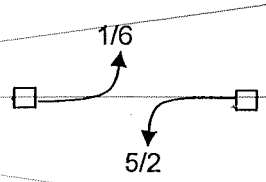
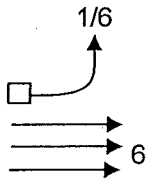
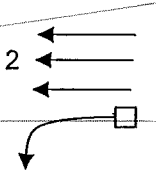
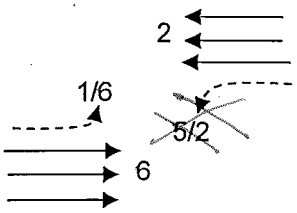
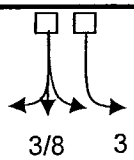
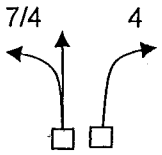
Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

SIGNAL OPERATING PLAN

N

Timing Phases	Direction / Head No.	EB 1/6	EB 6	WB 5/2	WB 2	SB 3	SB 3/8	NB 4	NB 7/4	Ped Heads P2	P4	P6	P8	Movements/Display/Actuation
(1+ 5) EBLT + WBLT NW 36 ST (ACTUATED)	Dwell	<G/R	R	<G/R	R	R	R	R	R					
	Clear to 1+6	<G/R	R	<Y/R	R	R	R	R	R					
	Clear to 2+5	<Y/R	R	<G/R	R	R	R	R	R					
	Clear to 2+6	<Y/R	R	<Y/R	R	R	R	R	R					
(1+ 6) EB NW 36 ST (ACTUATED)	Dwell	<G/G	G	R	R	R	R	R	R					
	Clear to 2+6	<Y/G	G	R	R	R	R	R	R					
(2+ 5) WB NW 36 ST (ACTUATED)	Dwell	R	R	<G/G	G	R	R	R	R					
	Clear to 2+6	R	R	<Y/G	G	R	R	R	R					
(2+ 6) WBT + EBT NW 36 ST (RECALL)	Dwell	G	G	G	G	R	R	R	R					
	Clear to 3	Y	Y	Y	Y	R	R	R	R					
	Clear to 4	Y	Y	Y	Y	R	R	R	R					
(3) SB 8400 BLK (ACTUATED)	Dwell	R	R	R	R	<G	<G/G	R	R					
	Clear to 1+5	R	R	R	R	Y	Y	R	R					
	Clear to 1+6	R	R	R	R	Y	Y	R	R					
	Clear to 2+5	R	R	R	R	Y	Y	R	R					
	Clear to 2+6	R	R	R	R	Y	Y	R	R					
	Clear to 4	R	R	R	R	Y	Y	R	R					
(4) NB 8400 BLK (ACTUATED)	Dwell	R	R	R	R	R	R	G	<G/G					
	Clear to 1+5	R	R	R	R	R	R	Y	Y					
	Clear to 1+6	R	R	R	R	R	R	Y	Y					
	Clear to 2+5	R	R	R	R	R	R	Y	Y					
	Clear to 2+6	R	R	R	R	R	R	Y	Y					
Flashing Operation		FY	FY	FY	FY	FR	FR	FR	FR					Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date		
Raul Caraza	5/27/2010	Updated 11/25/13 RI	NW 36 ST @ NW 8400 BLK

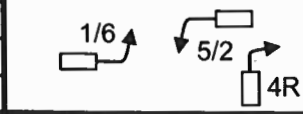
Checked	Date	Placed in Service		Phasing No.	Asset Number
H. Hernandez	6/3/10	Date	By	4	4571

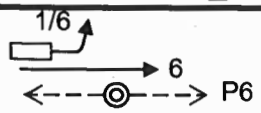
TwoPhaseConcPeds

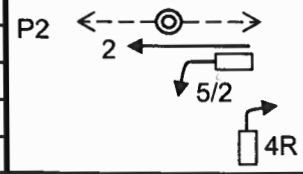
SIGNAL OPERATING PLAN

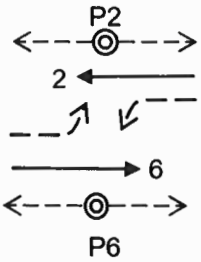
N

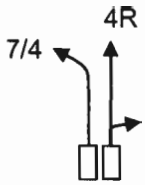
	Direction	EB		WB		SB	NB		Ped Heads			
Timing Phases	Head No.	1/6	6	5/2	2	8	7/4	4R	P6	P2	P8	Movements/Display/Actuation
(1+5)	Dwell	<G/R	R	<G/R	R	R	R	R/G>	DW	DW	DW	
	Clear (1+6)	<G/R	R	<Y/R	R	R	R	R/Y>	DW	DW	DW	
	Clear (2+5)	<Y/R	R	<G/R	R	R	R	R/G>	DW	DW	DW	
(Actuated)	Clear (2+6)	<Y/R	R	<Y/R	R	R	R	R/Y>	DW	DW	DW	
(1+6)	Dwell	<G/G	G	R	R	R	R	R	W/F	DW	DW	
	Clear (2+6)	<Y/G	G	R	R	R	R	R	DW	DW	DW	
(Actuated)												
(2+5)	Dwell	R	R	<G/G	G	R	R	R/G>	DW	W/F	DW	
	Clear (2+6)	R	R	<Y/G	G	R	R	R/Y>	DW	DW	DW	
(Actuated)												
(2+6)	Dwell	G	G	G	G	R	R	R	W/F	W/F	DW	
	Clear (4+7)	Y	Y	Y	Y	R	R	R	DW	DW	DW	
	Clear (4+8)	Y	Y	Y	Y	R	R	R	DW	DW	DW	
NW 36 ST												
(Recall)												
(4+7)	Dwell	R	R	R	R	R	<G/G	G	DW	DW	DW	
	Clear to (4+8)	R	R	R	R	R	<Y/G	G	DW	DW	DW	
	Clear to (1+5)	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	
	Clear to (1+6)	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	
	Clear to (2+5)	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	
	Clear to (2+6)	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	
(Actuated)												
(4+8)	Dwell	R	R	R	R	G	G	G	DW	DW	W/F	
	Clear to (1+5)	R	R	R	R	Y	Y	Y	DW	DW	DW	
NW 82 AV	Clear to (1+6)	R	R	R	R	Y	Y	Y	DW	DW	DW	
	Clear to (2+5)	R	R	R	R	Y	Y	Y	DW	DW	DW	
	Clear to (2+6)	R	R	R	R	Y	Y	Y	DW	DW	DW	
(Actuated)												
Flashing Operation		FY	FY	FY	FY	FR	FR	FR				Page 1 of 1

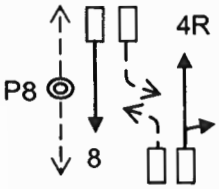










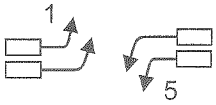
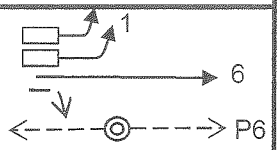
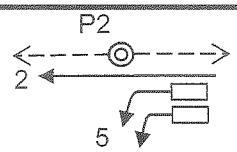
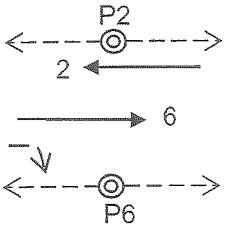
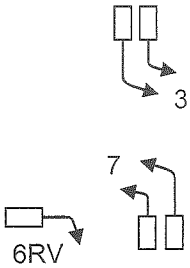
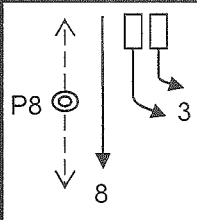
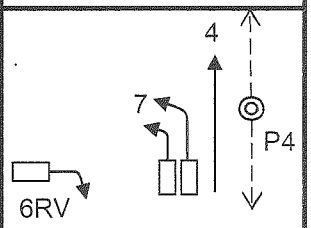
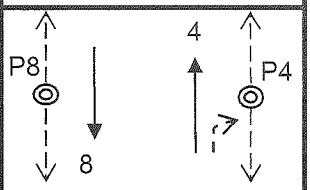


Miami-Dade County Public Works Department

Drawn	Date	NW 82 AV & NW 41 ST		
Radames Iribar RI	8/17/2018			
Checked	Date	Placed in Service	Phasing No.	Asset Number
E. Espinal	8/17/2018	Date / By	4	4569

SIGNAL OPERATING PLAN

N

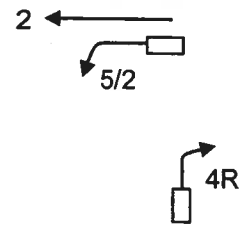
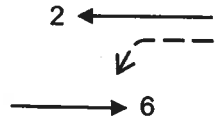
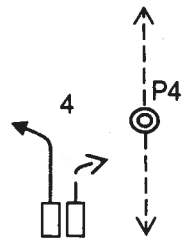
Timing Phases	Direction	Head No.	EB 1	EB 6	EB 6RV	WB 5	WB 2	SB 3	SB 8	NB 7	NB 4	Ped Heads P6	P2	P8	P4	Movements/Display/Actuation
(1+5)	Dwell		<G	R	R	<G	R	<R	R	<R	R	DW	DW	DW	DW	
	Clear	(1+6)	<G	R	R	<Y	R	<R	R	<R	R	DW	DW	DW	DW	
		(2+5)	<Y	R	R	<G	R	<R	R	<R	R	DW	DW	DW	DW	
(Actuated)		(2+6)	<Y	R	R	<Y	R	<R	R	<R	R	DW	DW	DW	DW	
(1+6)	Dwell		<G	G	G	<R	R	<R	R	<R	R	W/F	DW	DW	DW	
	Clear	(2+6)	<Y	G	G	<R	R	<R	R	<R	R	DW	DW	DW	DW	
(Actuated)																
(2+5)	Dwell		<R	R	R	<G	G	<R	R	<R	R	DW	W/F	DW	DW	
	Clear	(2+6)	<R	R	R	<Y	G	<R	R	<R	R	DW	DW	DW	DW	
(Actuated)																
(2+6)	Dwell		<R	G	G	<R	G	<R	R	<R	R	W/F	W/F	DW	DW	
NW 36 ST	Clear to	(3+7)	<R	Y	Y	<R	Y	<R	R	<R	R	DW	DW	DW	DW	
		(3+8)	<R	Y	Y	<R	Y	<R	R	<R	R	DW	DW	DW	DW	
		(4+7)	<R	Y	Y	<R	Y	<R	R	<R	R	DW	DW	DW	DW	
		(4+8)	<R	Y	Y	<R	Y	<R	R	<R	R	DW	DW	DW	DW	
		(1+5)	<R	Y	Y	<R	Y	<R	R	<R	R	DW	DW	DW	DW	
		(1+6)	<R	G	G	<R	Y	<R	R	<R	R	DW	DW	DW	DW	
(Recall)		(2+5)	<R	Y	Y	<R	G	<R	R	<R	R	DW	DW	DW	DW	
(3+7)	Dwell		<R	R	R/G>	<R	R	<G	R	<G	R	DW	DW	DW	DW	
	Clear to	(3+8)	<R	R	R/Y>	<R	R	<G	R	<Y	R	DW	DW	DW	DW	
		(4+7)	<R	R	R/G>	<R	R	<Y	R	<G	R	DW	DW	DW	DW	
		(4+8)	<R	R	R/Y>	<R	R	<Y	R	<Y	R	DW	DW	DW	DW	
		(1+5)	<R	R	R/Y>	<R	R	<Y	R	<Y	R	DW	DD	DW	DW	
		(1+6)	<R	R	R/Y>	<R	R	<Y	R	<Y	R	DW	DW	DW	DW	
		(2+5)	<R	R	R/Y>	<R	R	<Y	R	<Y	R	DW	DW	DW	DW	
(Actuated)		(2+6)	<R	R	R/Y>	<R	R	<Y	R	<Y	R	DW	DW	DW	DW	
(3+8)	Dwell		<R	R	R	<R	R	<G	G	<R	R	DW	DW	W/F	DW	
	Clear to	(4+8)	<R	R	R	<R	R	<Y	G	<R	R	DW	DW	DW	DW	
		(1+5)	<R	R	R	<R	R	<Y	Y	<R	R	DW	DW	DW	DW	
		(1+6)	<R	R	R	<R	R	<Y	Y	<R	R	DW	DW	DW	DW	
		(2+5)	<R	R	R	<R	R	<Y	Y	<R	R	DW	DW	DW	DW	
(Actuated)		(2+6)	<R	R	R	<R	R	<Y	Y	<R	R	DW	DW	DW	DW	
(4+7)	Dwell		<R	R	R/G>	<R	R	<R	R	<G	G	DW	DW	DW	W/F	
	Clear to	(4+8)	<R	R	R/Y>	<R	R	<R	R	<Y	G	DW	DW	DW	DW	
		(1+5)	<R	R	R/Y>	<R	R	<R	R	<Y	Y	DW	DW	DW	DW	
		(1+6)	<R	R	R/Y>	<R	R	<R	R	<Y	Y	DW	DW	DW	DW	
		(2+5)	<R	R	R/Y>	<R	R	<R	R	<Y	Y	DW	DW	DW	DW	
(Actuated)		(2+6)	<R	R	R/Y>	<R	R	<R	R	<Y	Y	DW	DW	DW	DW	
(4+8)	Dwell		<R	R	R	<R	R	<R	G	<R	G	DW	DW	W/F	W/F	
GALLOWAY	Clear	(1+5)	<R	R	R	<R	R	<R	Y	<R	Y	DW	DW	DW	DW	
		(1+6)	<R	R	R	<R	R	<R	Y	<R	Y	DW	DW	DW	DW	
		(2+5)	<R	R	R	<R	R	<R	Y	<R	Y	DW	DW	DW	DW	
(Recall)		(2+6)	<R	R	R	<R	R	<R	Y	<R	Y	DW	DW	DW	DW	
Flashing Operation			<FR	FR	FR	<FR	FR	<FR	FR	<FR	FR					Page 1 of 1

Drawn	Date	Revision 1	GALLOWAY Rd & NW 36 St Ext
Radames Iribar RI	7/17/2017	8/7/2017	

Checked	Date	Placed in Service		Phasing No.	Asset Number
	9/28/2017	Date 8/17/17	By V.N.D.	8	4477

SIGNAL OPERATING PLAN

N

	Direction	EB	WB		NB	Ped Heads				Movements/Display/Actuation
Timing Phases	Head No.	6	5/2 2		4 4R			P4		
(2+5)	Dwell	R	<G/G G		R R/G>			DW		
	Clear to (2+6)	R	<Y/G G		R R/Y>			DW		
(Actuated)										
(2+6)	Dwell	G	G G		R R			DW		
	Clear to (4)	Y	Y Y		R R			DW		
	Clear to (2+5)	Y	Y Y		R R			DW		
NW 36 St										
(Recall)										
(4)	Dwell	R	R R		G G			W/F		
	Clear to (2+5)	R	R R		Y Y			DW		
	Clear to (2+6)	R	R R		Y Y			DW		
NW 8300 Blk										
(Actuated)										
	Dwell									
	Clear to									
	Dwell									
	Clear to									
Flashing Operation		FY	FY FY		FR FR					Page 1 of 1

Miami-Dade County Public Works Department

Drawn Radames Iribar RI	Date 7/10/2019	NW 36 St & NW 8300 Blk		
Checked	Date 7/18/19	Placed in Service	Phasing No.	Asset Number
		Date	2	6732

Attachement C

PSCF, Historical Data, Growth Rate, and Committed Developments

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.06	1.10
2	01/02/2022 - 01/08/2022	1.04	1.08
3	01/09/2022 - 01/15/2022	1.02	1.06
4	01/16/2022 - 01/22/2022	1.01	1.05
5	01/23/2022 - 01/29/2022	1.00	1.04
6	01/30/2022 - 02/05/2022	0.98	1.02
7	02/06/2022 - 02/12/2022	0.97	1.01
* 8	02/13/2022 - 02/19/2022	0.96	1.00
* 9	02/20/2022 - 02/26/2022	0.96	1.00
*10	02/27/2022 - 03/05/2022	0.96	1.00
*11	03/06/2022 - 03/12/2022	0.96	1.00
*12	03/13/2022 - 03/19/2022	0.96	1.00
*13	03/20/2022 - 03/26/2022	0.96	1.00
*14	03/27/2022 - 04/02/2022	0.96	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.00
*16	04/10/2022 - 04/16/2022	0.95	0.99
*17	04/17/2022 - 04/23/2022	0.96	1.00
*18	04/24/2022 - 04/30/2022	0.96	1.00
*19	05/01/2022 - 05/07/2022	0.97	1.01
*20	05/08/2022 - 05/14/2022	0.97	1.01
21	05/15/2022 - 05/21/2022	0.98	1.02
22	05/22/2022 - 05/28/2022	0.99	1.03
23	05/29/2022 - 06/04/2022	0.99	1.03
24	06/05/2022 - 06/11/2022	1.00	1.04
25	06/12/2022 - 06/18/2022	1.01	1.05
26	06/19/2022 - 06/25/2022	1.01	1.05
27	06/26/2022 - 07/02/2022	1.01	1.05
28	07/03/2022 - 07/09/2022	1.02	1.06
29	07/10/2022 - 07/16/2022	1.02	1.06
30	07/17/2022 - 07/23/2022	1.02	1.06
31	07/24/2022 - 07/30/2022	1.02	1.06
32	07/31/2022 - 08/06/2022	1.01	1.05
33	08/07/2022 - 08/13/2022	1.01	1.05
34	08/14/2022 - 08/20/2022	1.01	1.05
35	08/21/2022 - 08/27/2022	1.03	1.07
36	08/28/2022 - 09/03/2022	1.04	1.08
37	09/04/2022 - 09/10/2022	1.05	1.09
38	09/11/2022 - 09/17/2022	1.07	1.11
39	09/18/2022 - 09/24/2022	1.05	1.09
40	09/25/2022 - 10/01/2022	1.03	1.07
41	10/02/2022 - 10/08/2022	1.01	1.05
42	10/09/2022 - 10/15/2022	0.99	1.03
43	10/16/2022 - 10/22/2022	1.00	1.04
44	10/23/2022 - 10/29/2022	1.01	1.05
45	10/30/2022 - 11/05/2022	1.01	1.05
46	11/06/2022 - 11/12/2022	1.02	1.06
47	11/13/2022 - 11/19/2022	1.03	1.07
48	11/20/2022 - 11/26/2022	1.04	1.08
49	11/27/2022 - 12/03/2022	1.05	1.09
50	12/04/2022 - 12/10/2022	1.05	1.09
51	12/11/2022 - 12/17/2022	1.06	1.10
52	12/18/2022 - 12/24/2022	1.04	1.08
53	12/25/2022 - 12/31/2022	1.02	1.06

* PEAK SEASON

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.07	1.13
2	01/07/2024 - 01/13/2024	1.03	1.08
3	01/14/2024 - 01/20/2024	1.00	1.05
4	01/21/2024 - 01/27/2024	0.98	1.03
* 5	01/28/2024 - 02/03/2024	0.97	1.02
* 6	02/04/2024 - 02/10/2024	0.96	1.01
* 7	02/11/2024 - 02/17/2024	0.95	1.00
* 8	02/18/2024 - 02/24/2024	0.95	1.00
* 9	02/25/2024 - 03/02/2024	0.94	0.99
*10	03/03/2024 - 03/09/2024	0.94	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.99
*12	03/17/2024 - 03/23/2024	0.94	0.99
*13	03/24/2024 - 03/30/2024	0.95	1.00
*14	03/31/2024 - 04/06/2024	0.95	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.01
*16	04/14/2024 - 04/20/2024	0.97	1.02
*17	04/21/2024 - 04/27/2024	0.98	1.03
18	04/28/2024 - 05/04/2024	0.99	1.04
19	05/05/2024 - 05/11/2024	1.00	1.05
20	05/12/2024 - 05/18/2024	1.02	1.07
21	05/19/2024 - 05/25/2024	1.03	1.08
22	05/26/2024 - 06/01/2024	1.04	1.09
23	06/02/2024 - 06/08/2024	1.05	1.11
24	06/09/2024 - 06/15/2024	1.06	1.12
25	06/16/2024 - 06/22/2024	1.05	1.11
26	06/23/2024 - 06/29/2024	1.04	1.09
27	06/30/2024 - 07/06/2024	1.03	1.08
28	07/07/2024 - 07/13/2024	1.02	1.07
29	07/14/2024 - 07/20/2024	1.02	1.07
30	07/21/2024 - 07/27/2024	1.01	1.06
31	07/28/2024 - 08/03/2024	1.01	1.06
32	08/04/2024 - 08/10/2024	1.01	1.06
33	08/11/2024 - 08/17/2024	1.01	1.06
34	08/18/2024 - 08/24/2024	1.01	1.06
35	08/25/2024 - 08/31/2024	1.01	1.06
36	09/01/2024 - 09/07/2024	1.01	1.06
37	09/08/2024 - 09/14/2024	1.01	1.06
38	09/15/2024 - 09/21/2024	1.01	1.06
39	09/22/2024 - 09/28/2024	1.01	1.06
40	09/29/2024 - 10/05/2024	1.01	1.06
41	10/06/2024 - 10/12/2024	1.01	1.06
42	10/13/2024 - 10/19/2024	1.02	1.07
43	10/20/2024 - 10/26/2024	1.02	1.07
44	10/27/2024 - 11/02/2024	1.02	1.07
45	11/03/2024 - 11/09/2024	1.02	1.07
46	11/10/2024 - 11/16/2024	1.03	1.08
47	11/17/2024 - 11/23/2024	1.03	1.08
48	11/24/2024 - 11/30/2024	1.04	1.09
49	12/01/2024 - 12/07/2024	1.05	1.11
50	12/08/2024 - 12/14/2024	1.06	1.12
51	12/15/2024 - 12/21/2024	1.07	1.13
52	12/22/2024 - 12/28/2024	1.03	1.08
53	12/29/2024 - 12/31/2024	1.00	1.05

* PEAK SEASON

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8359 - NW 36TH ST, 200' WEST OF NW 87TH AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	40000 S	E 20500	W 19500	9.00	54.70	11.80
2021	41000 F	E 21000	W 20000	9.00	54.30	17.50
2020	42000 C	E 21500	W 20500	9.00	54.20	10.40
2019	44500 T	E 21500	W 23000	9.00	54.60	11.00
2018	44500 S	E 21500	W 23000	9.00	54.30	12.10
2017	43500 F	E 21000	W 22500	9.00	55.00	12.60
2016	42500 C	E 20500	W 22000	9.00	54.50	13.50
2015	44000 T	E 24000	W 20000	9.00	54.70	13.70
2014	42500 S	E 23000	W 19500	9.00	54.50	17.40
2013	42500 F	E 23000	W 19500	9.00	52.40	16.20
2012	43500 C	E 23500	W 20000	9.00	55.70	16.00

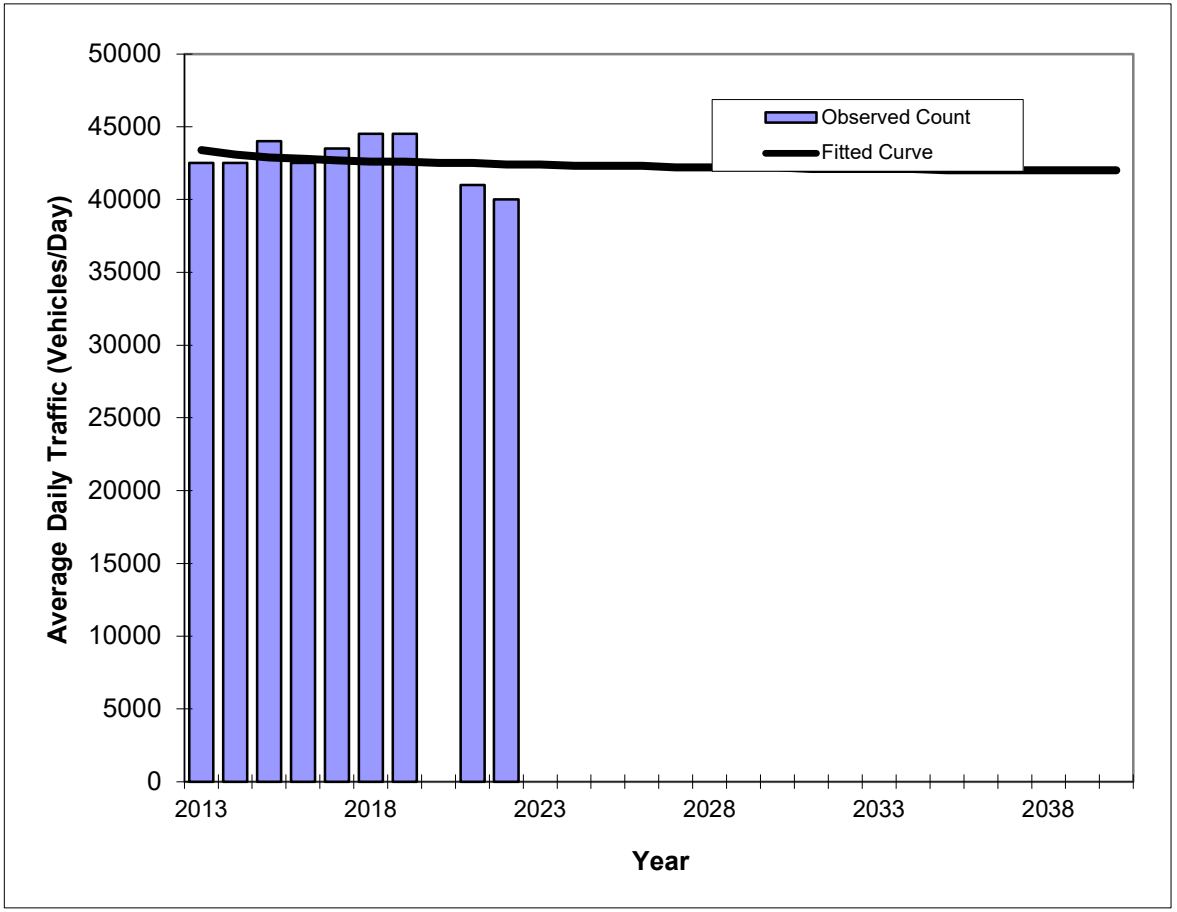
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NW 36TH ST -- 200' WEST OF NW 87TH AVENUE

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8359
Highway:	NW 36TH ST



Year	Traffic (ADT/AADT) Count*	Trend**
2013	42500	43400
2014	42500	43100
2015	44000	42900
2016	42500	42800
2017	43500	42700
2018	44500	42600
2019	44500	42600
2020	N/A	N/A
2021	41000	42500
2022	40000	42400
2024 Opening Year Trend		
2024	N/A	42300
2025 Mid-Year Trend		
2025	N/A	42300
2027 Design Year Trend		
2027	N/A	42200
TRANPLAN Forecasts/Trends		

Trend R-squared:	18.96%
Compounded Annual Historic Growth Rate:	-0.26%
Compounded Growth Rate (2022 to Design Year):	-0.09%
Printed:	5-Mar-24

Exponential Growth Option

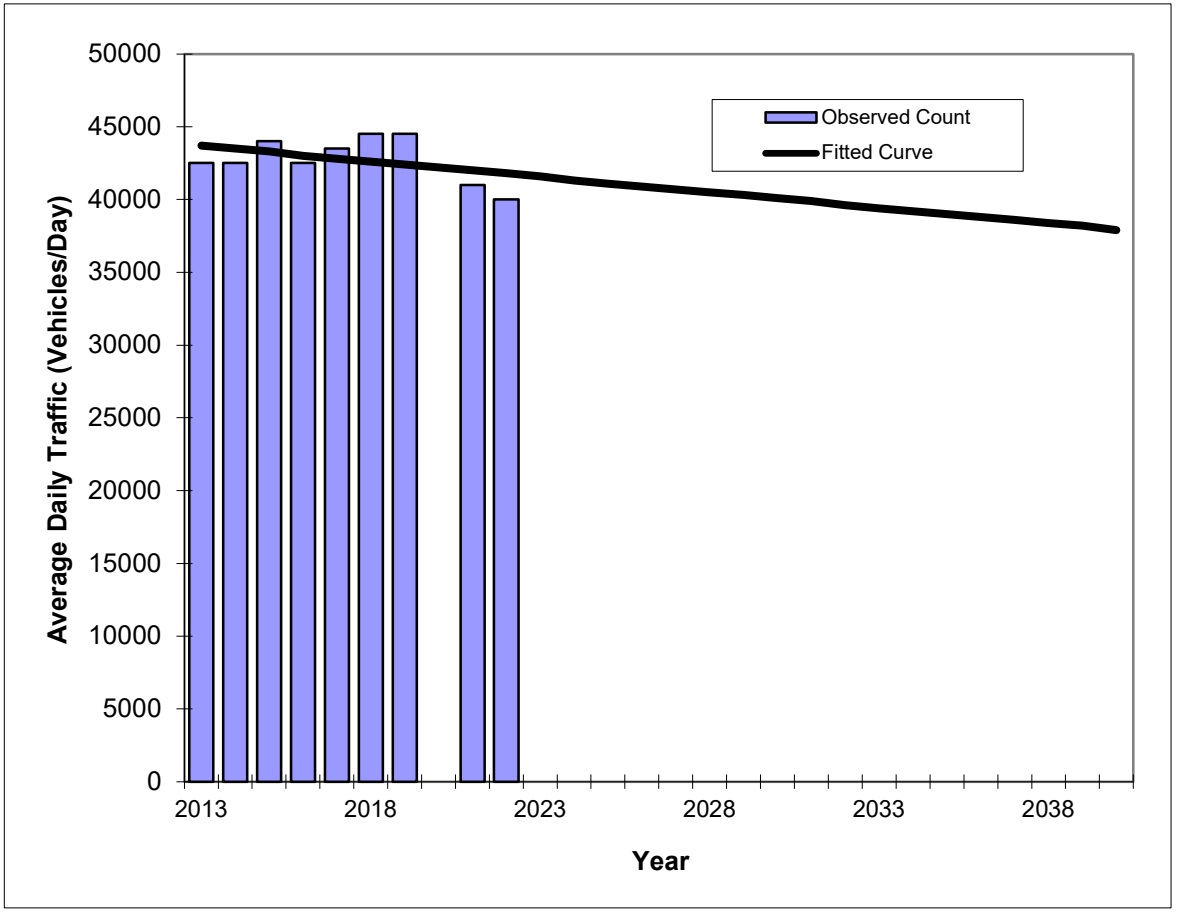
*Axle-Adjusted

Traffic Trends - V03.a

NW 36TH ST -- 200' WEST OF NW 87TH AVENUE

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8359
Highway:	NW 36TH ST



Year	Traffic (ADT/AADT) Count*	Trend**
2013	42500	43700
2014	42500	43500
2015	44000	43300
2016	42500	43000
2017	43500	42800
2018	44500	42600
2019	44500	42400
2020	N/A	N/A
2021	41000	42000
2022	40000	41800
2024 Opening Year Trend		
2024	N/A	41300
2025 Mid-Year Trend		
2025	N/A	41100
2027 Design Year Trend		
2027	N/A	40700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-213
Trend R-squared:	17.90%
Trend Annual Historic Growth Rate:	-0.48%
Trend Growth Rate (2022 to Design Year):	-0.53%
Printed:	5-Mar-24

Straight Line Growth Option

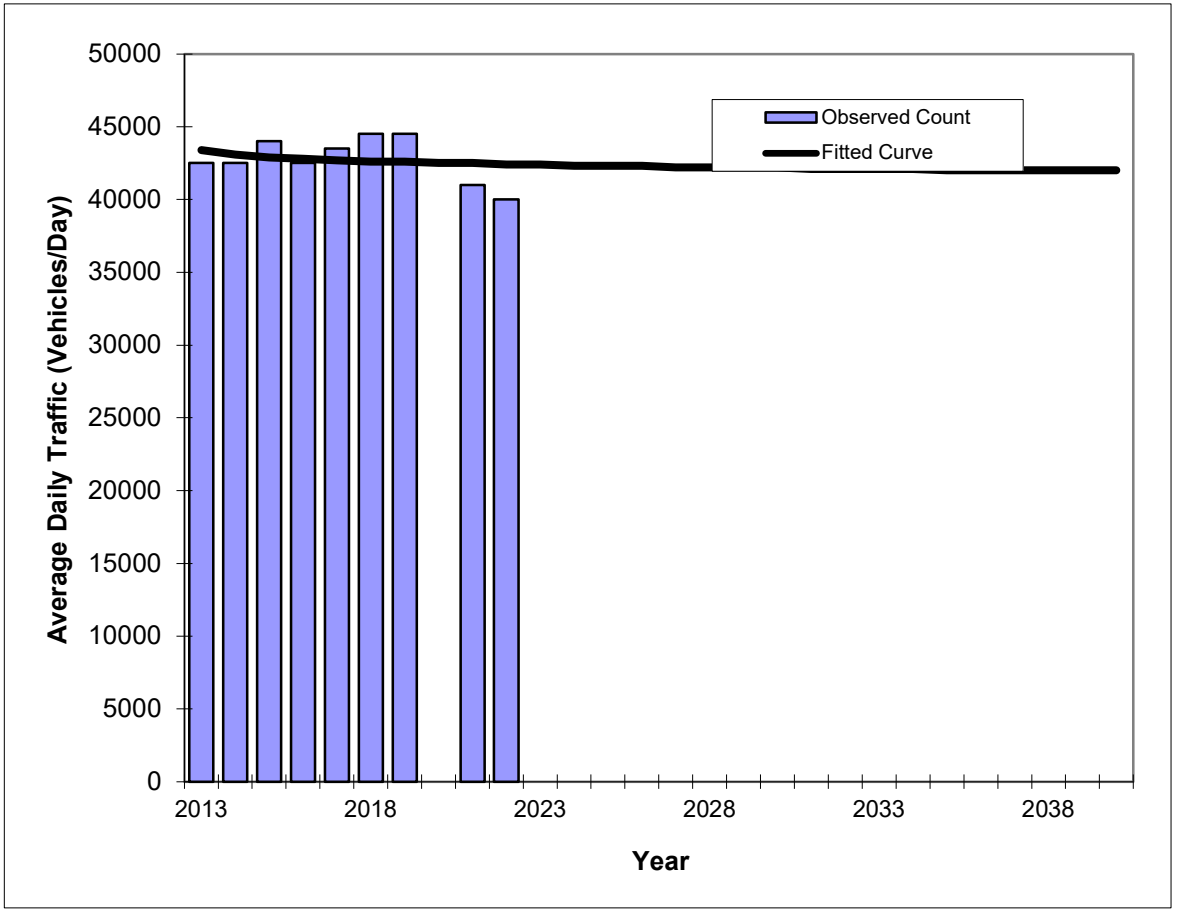
*Axle-Adjusted

Traffic Trends - V03.a

NW 36TH ST -- 200' WEST OF NW 87TH AVENUE

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8359
Highway:	NW 36TH ST



Year	Traffic (ADT/AADT) Count*	Trend**
2013	42500	43400
2014	42500	43100
2015	44000	42900
2016	42500	42800
2017	43500	42700
2018	44500	42600
2019	44500	42600
2020	N/A	N/A
2021	41000	42500
2022	40000	42400
2024 Opening Year Trend		
2024	N/A	42300
2025 Mid-Year Trend		
2025	N/A	42300
2027 Design Year Trend		
2027	N/A	42200
TRANPLAN Forecasts/Trends		

Trend R-squared:	4.40%
Compounded Annual Historic Growth Rate:	-0.26%
Compounded Growth Rate (2022 to Design Year):	-0.09%
Printed:	5-Mar-24

Decaying Exponential Growth Option

*Axle-Adjusted

Growth Rate Trend Analysis Calcualtions

Description	8359		
Option	**Linear**	**Exponential**	**Decaying Exponential**
Trend Growth Rate 5 years (1)	-0.48	-0.26	-0.26
Adjusted Growth Rate 5-years (2)	0.50	0.50	0.50
Trend R-squared 5 years	17.90	18.96	4.40
Growth Rate with highest R-squared (5-year)	**0.50**		
Average Growth Rate (5-year)	0.50		
Growth Rate Used	**1.00**		

Notes:

1: Refer to Trend Analysis Chart . 2017 to 2022 historical data

2: If the resulting growth rate is negative, a 0.5 growth rate was used

What Is R-squared?

R-squared is a statistical measure of how close the data are to the fitted regression line. It is also known as the coefficient of determination, or the coefficient of multiple determination for multiple regression.

The definition of R-squared is fairly straight-forward; it is the percentage of the response variable variation that is explained by a linear model. Or:

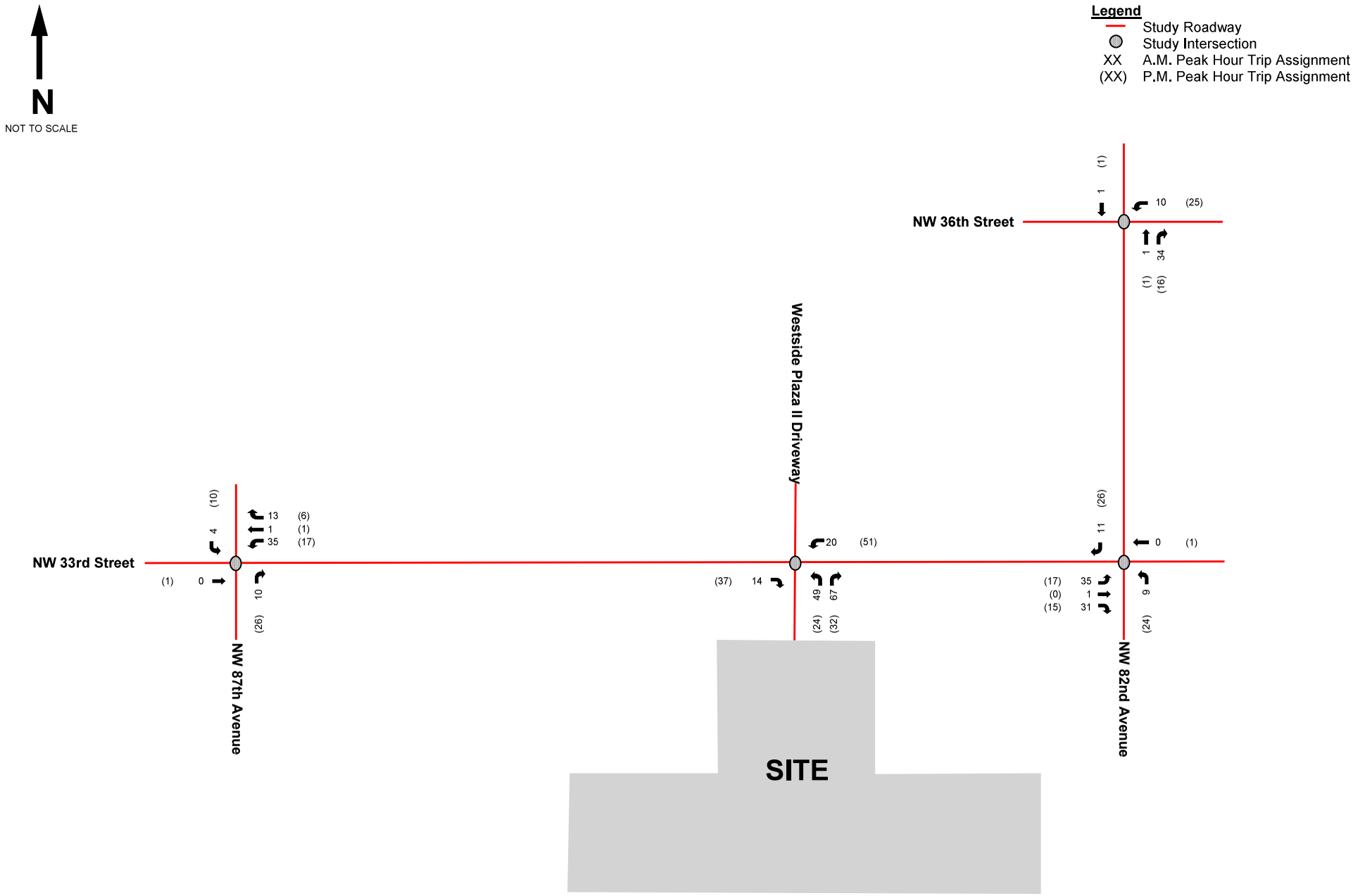
R-squared = Explained variation / Total variation

R-squared is always between 0 and 100%:

0% indicates that the model explains none of the variability of the response data around its mean.

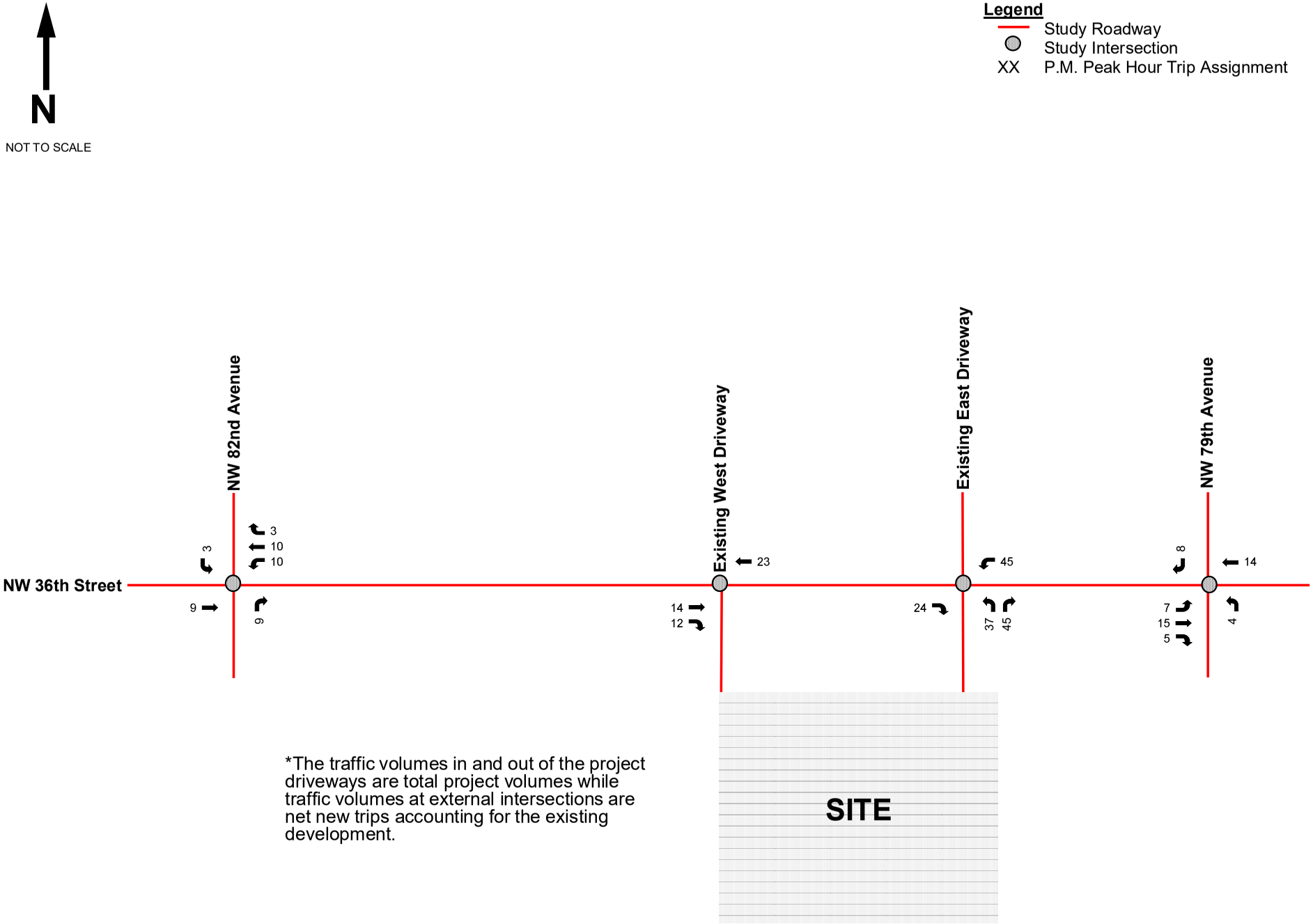
100% indicates that the model explains all the variability of the response data around its mean.

In general, the higher the R-squared, the better the model fits your data. However, there are important conditions for this guideline that I'll talk about both in this post and my next post.



Kimley»Horn

Figure 5
Peak Hour Trip Assignment
8300 NW 33rd Street
Doral, Florida



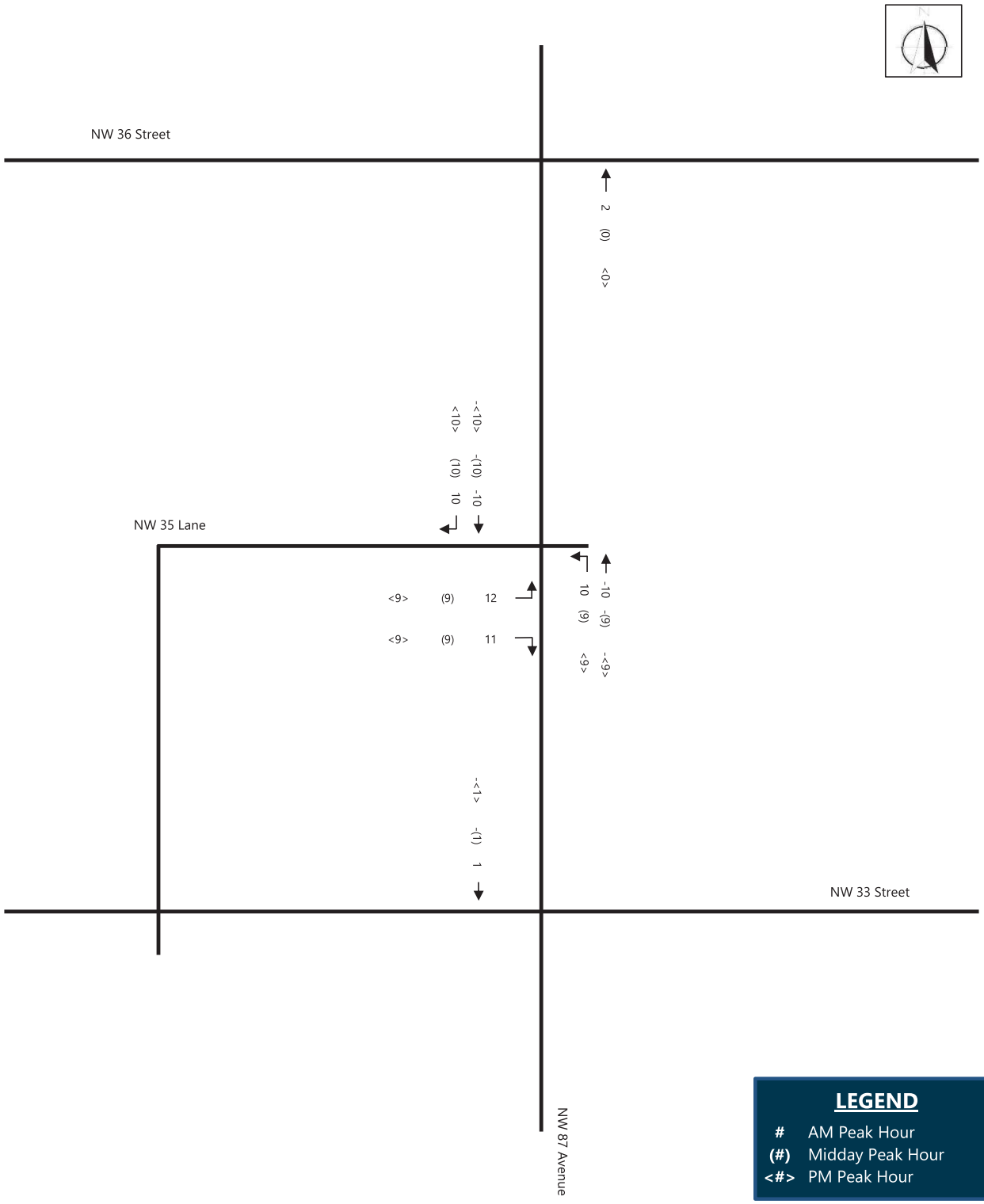
*The traffic volumes in and out of the project driveways are total project volumes while traffic volumes at external intersections are net new trips accounting for the existing development.

Kimley»Horn

Figure 4
P.M. Peak Hour Project Trip Assignment
ABC Fine Wine and Liquor Store
Doral, Florida

Figure 7
Project Traffic Assignment - Net New
DORAL CHICK-FIL-A TRAFFIC ANALYSIS
City of Doral, Florida

McMAHON a Bowman company



LEGEND

#	AM Peak Hour
(#)	Midday Peak Hour
<#>	PM Peak Hour

Figure 8
Project Traffic Assignment - Pass-By
DORAL CHICK-FIL-A TRAFFIC ANALYSIS
City of Doral, Florida

McMAHON a Bowman company

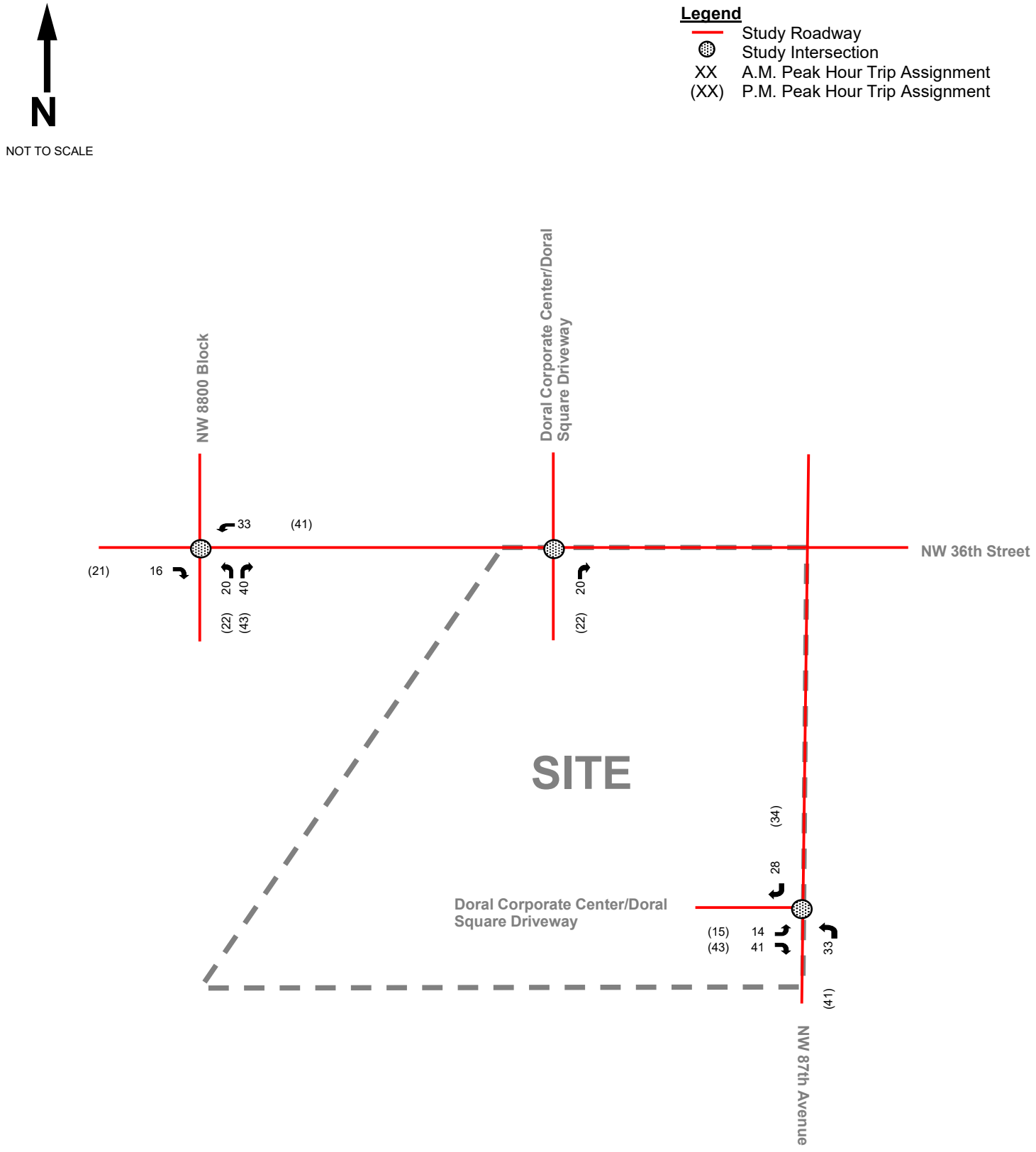


Figure 5
Net New Peak Hour Project Trip Assignment
Doral Center
Doral, Florida

Kimley»Horn

Kimley»Horn

April 30, 2024

Ms. Anamersy Arce
Miami-Dade County
Department of Transportation and Public Works
111 NW 1st Street
Miami, Florida 33128

Re: AMLI Ocean Bank
Doral, FL
Level 1 Traffic Study

Dear Ms. Arce:

Kimley-Horn and Associates, Inc. has performed a level 1 Miami-Dade County traffic study for the proposed AMLI Ocean Bank located at 8800 NW 36th Street within the proposed Doral Center (fka Doral Gateway) redevelopment. The *Doral Gateway Master Development Agreement* dated December 15, 2014, approval was for a maximum of 1,063 gross P.M. peak hour trips based on the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 9th Edition. The development agreement is included in Attachment A.

The currently proposed AMLI Ocean Bank development consists of approximately 1,960 square feet of retail space. Therefore, the currently proposed Doral Center development program consists of 295,134 square feet of existing general office building, 18,212 square feet of specialty retail (16,252 square feet of existing retail and 1,960 square feet of proposed retail space), and 550 existing residential apartment units. We have performed a trip generation comparison analysis for the proposed redevelopment program compared to the maximum trip generation of 1,063 gross P.M. peak hour trips allowed on the site. The calculations were prepared for the weekday P.M. peak hour trip generation.

As part of the development agreement amendment being prepared for the Doral Gateway application, the current proposed development program consists of 880 residential apartment units (550 units in the west neighborhood and 330 units in the east neighborhood), 30,452 square feet of specialty retail (10,000 square feet in the west neighborhood [and inclusive of the proposed 1,960 square feet of Ocean Bank] and 20,452 square feet in the east neighborhood), and 346,000 square feet of general office building in the east neighborhood.

The following sections summarize the project trip generation calculations, drive-in bank queuing analysis, and turn lane analysis. Note that the requirements outlined in this traffic assessment have been coordinated and communicated with the Miami-Dade County Department of Transportation and Public Works.

TRIP GENERATION ANALYSIS

Trip generation for the approved and proposed land uses were performed using Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 9th Edition. The trip generation for the proposed Doral Center redevelopment program was determined using ITE LUC 710 (General Office Building), LUC 826 (Specialty Retail) and LUC 220 (Apartment).

As Table 1 indicates, Doral Center redevelopment program with the addition of AMLI Ocean Bank is expected to generate 794 gross P.M. peak hour trips. Based on the project approved actual development program of Doral Center, the redevelopment is not to generate more than 1,063 gross P.M. peak hour trips. Therefore, the currently proposed AMLI Ocean Bank program is expected to result in 269 approved trips remaining when compared to the project approved development program. Detailed trip generation calculations are included in Attachment B.

Table 1: Net New Trip Generation Summary (ITE 9th Edition)	
Development Plan	**P.M. Peak Hour Trip Generation**
	Total
Existing & AMLI Ocean Bank Trip Generation	794
Development Agreement Approved Trip Generation	1,063
Remaining Approved Trips	269

In conclusion, the proposed AMLI Ocean Bank development program is expected to result in 269 remaining trips as compared to the project approved development program during the P.M. peak hour.

Proposed Development Agreement Amendment

At the request of City of Doral staff, the trip generation for the approved and proposed land uses were performed using Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 11th Edition, as part of the proposed update to the development agreement. The trip generation for the proposed Doral Center redevelopment program was determined using ITE LUC 710 (General Office Building), LUC 822 (Strip Retail Plaza), LUC 221 (Multifamily Housing [Mid-Rise]), and LUC 912 (Drive-In Bank).

As Table 2 indicates, Doral Center redevelopment program with the addition of AMLI Ocean Bank is expected to generate 775 gross P.M. peak hour trips. Based on the project approved actual development program of Doral Center, the redevelopment is not to generate more than 1,063 gross P.M. peak hour trips. Therefore, the currently proposed AMLI Ocean Bank program is expected to result in 288 approved trips remaining when compared to the project approved development program. Detailed trip generation calculations are included in Attachment B.

Table 2: Net New Trip Generation Summary (ITE 11th Edition)	
Development Plan	**P.M. Peak Hour Trip Generation**
	Total
Existing & AMLI Ocean Bank Trip Generation	775
Development Agreement Approved Trip Generation	1,063
Remaining Approved Trips	288

In conclusion, the proposed AMLI Ocean Bank development program is expected to result in 288 remaining trips as compared to the project approved development program during the P.M. peak hour.

Trip Generation Handbook
3rd Edition

SEPTEMBER 2017

INSTITUTE OF TRANSPORTATION ENGINEERS

Table E.28 Pass-By and Non-Pass-By Trips Saturday, Mid-Day Peak Period Land Use Code 912—Drive-in Bank

SIZE (1,000 SQ. FT. GFA)	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
3.8	Colonial Park, PA	March 2005	63	11:15 a.m.–12:15 p.m.	33	—	—	67	—	McMahon Associates, Inc.
3.8	Camp Hill Mall, PA	March 2005	103	11:00 a.m.–12:00 p.m.	77	—	—	23	—	McMahon Associates, Inc.
3.8	Exeter Twp, PA	March 2005	34	10:30–11:30 a.m.	37	—	—	63	—	McMahon Associates, Inc.
3.8	York, PA	March 2005	53	10:15–11:15 a.m.	33	—	—	67	—	McMahon Associates, Inc.
3.8	York, PA	March 2005	25	10:45–11:45 a.m.	12	—	—	88	—	McMahon Associates, Inc.

Average Pass-By Trip Percentage: 38
"—" means no data were provided

Table E.29 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 931—Quality Restaurant

SEATS	SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
240	12	Louisville area, KY	July 1993	38	4:00–6:00 p.m.	26	36	38	74	4,145	Barton-Aschman Assoc.
—	8	Orlando, FL	1992	168	4:00–8:00 p.m.	45	—	—	55	—	TPD Inc.
—	8.8	Orlando, FL	1992	84	2:00–6:00 p.m.	44	40	16	56	—	TPD Inc.
—	6.5	Orlando, FL	1995	173	2:00–6:00 p.m.	62	—	—	38	—	TPD Inc.

Average Pass-By Trip Percentage: 44
"—" means no data were provided

Table E.30 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 932—High-Turnover (Sit-Down) Restaurant

SEATS	SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	5.8	Orlando, FL	1992	150	2:00–6:00 p.m.	32	—	—	68	—	TPD Inc.
—	5	Casselberry, FL	1992	65	2:00–6:00 p.m.	58	—	—	42	—	TPD Inc.
168	5.3	Louisville area, KY	1993	24	4:00–6:00 p.m.	50	37	13	50	1,615	Barton-Aschman Assoc.
189	2.9	Louisville area, KY	1993	41	4:00–6:00 p.m.	37	27	36	63	3,935	Barton-Aschman Assoc.
150	3.1	Louisville area, KY	1993	21	4:00–6:00 p.m.	38	29	33	62	2,580	Barton-Aschman Assoc.
250	7.1	New Albany, IN	1993	—	4:00–6:00 p.m.	23	23	54	77	1,565	Barton-Aschman Assoc.
—	8	Kissimmee, FL	1995	664	2:00–6:00 p.m.	40	39	21	60	—	TPD Inc.
—	11	Orlando, FL	1996	267	2:00–6:00 p.m.	38	43	19	62	—	TPD Inc.
—	12	Orlando, FL	1996	317	2:00–6:00 p.m.	29	51	20	71	—	TPD Inc.
—	4.6	Orlando, FL	1992	276	2:00–6:00 p.m.	63	—	—	37	—	TPD Inc.
—	5.7	Orlando, FL	1994	308	2:00–6:00 p.m.	57	—	—	43	—	TPD Inc.
—	6.2	Orlando, FL	1995	521	2:00–6:00 p.m.	46	43	11	54	—	TPD Inc.

Average Pass-By Trip Percentage: 43
"—" means no data were provided

Attachement D

Future Turning Movement Volumes

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 87th Ave & NW 36th St
AM Peak Hour

	NW 87th Ave Northbound			NW 87th Ave Southbound			NW 36th St Eastbound			NW 36th St Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/28/2024)	198	622	256	94	678	230	437	1,351	453	506	1,015	109
Season Adjustment 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
2024 Peak Season Traffic	198	622	256	94	678	230	437	1351	453	506	1015	109
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
8300 NW 33rd Street		13			4							
ABC Fine Wine												
Chick-Fil-A	2	4	3		3				2	3		
Doral Center		14			28			20				
AMLI Ocean Bank*												
2026 Background Traffic	206	672	267	97	734	237	450	1,412	469	524	1,046	112
Project			6	2				4		4	3	1
2027 Total Traffic	**206**	**672**	**273**	**99**	**734**	**237**	**450**	**1,416**	**469**	**528**	**1,049**	**113**

* The Traffic Impact Analysis Report dated April 30, 2024 does not provided project trip distribution and assignment associated with this committed development. Based on the report " the currently proposed AMLI Ocean Bank program is expected to result in 288 approved trips remaining when compared to the project approved development program."

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 87th Ave & NW 36th St
PM Peak Hour

	NW 87th Ave Northbound			NW 87th Ave Southbound			NW 36th St Eastbound			NW 36th St Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/28/2024)	399	942	311	129	874	318	310	954	310	357	1,026	167
Season Adjustment 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
2024 Peak Season Traffic	399	942	311	129	874	318	310	954	310	357	1026	167
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
8300 NW 33rd Street		5			10							
ABC Fine Wine								9			10	
Chick-Fil-A	4	6	6		7				4	6		
Doral Center		15			34			22				
AMLI Ocean Bank*												
2026 Background Traffic	415	997	326	133	951	328	319	1,014	323	374	1,067	172
Project			12	5				9		8	6	3
2027 Total Traffic	**415**	**997**	**338**	**138**	**951**	**328**	**319**	**1,023**	**323**	**382**	**1,073**	**175**

* The Traffic Impact Analysis Report dated April 30, 2024 does not provided project trip distribution and assignment associated with this committed development. Based on the report " the currently proposed AMLI Ocean Bank program is expected to result in 288 approved trips remaining when compared to the project approved development program."

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

8400 Block & NW 36th St
AM Peak Hour

	8400 Block Northbound			8400 Block Southbound			NW 36th St Eastbound			NW 36th St Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/28/2024)	17		11	15	0	8	61	1,785	21	27	1,638	32
Season Adjustment 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
2024 Peak Season Traffic	17	0	11	15	0	8	61	1785	21	27	1638	32
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
8300 NW 33rd Street												
ABC Fine Wine												
Chick-Fil-A								3			3	
Doral Center								20				
AMLI Ocean Bank*												
2026 Background Traffic	18	0	11	15	0	8	63	1,862	22	28	1,691	33
Project								12			8	
2027 Total Traffic	**18**	**0**	**11**	**15**	**0**	**8**	**63**	**1,874**	**22**	**28**	**1,699**	**33**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

8400 Block & NW 36th St
PM Peak Hour

	8400 Block Northbound			8400 Block Southbound			NW 36th St Eastbound			NW 36th St Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/28/2024)	17	0	58	53	2	67	33	1,776	16	12	1,411	8
Season Adjustment 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
2024 Peak Season Traffic	17	0	58	53	2	67	33	1776	16	12	1411	8
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
8300 NW 33rd Street												
ABC Fine Wine								9			10	
Chick-Fil-A								6			6	
Doral Center								22				
AMLI Ocean Bank*												
2026 Background Traffic	18	0	60	55	2	69	34	1,867	16	12	1,470	8
Project								26			17	
2027 Total Traffic	**18**	**0**	**60**	**55**	**2**	**69**	**34**	**1,893**	**16**	**12**	**1,487**	**8**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Full Opening E of 8400 Block
AM Peak Hour

	Median Opening Northbound			Median Opening Southbound			NW 36th St Eastbound			NW 36th St Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/28/2024)	20		28				3	1,748	73	87	1,591	5
Season Adjustment 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
2024 Peak Season Traffic	20	0	28	0	0	0	3	1748	73	87	1591	5
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
8300 NW 33rd Street												
ABC Fine Wine												
Chick-Fil-A								3			3	
Doral Center								20				
AMLI Ocean Bank*												
2026 Background Traffic	21	0	29	0	0	0	3	1,824	75	90	1,642	5
Project	25		35						125	197		
2027 Total Traffic	**46**	**0**	**64**	**0**	**0**	**0**	**3**	**1,824**	**200**	**287**	**1,642**	**5**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Full Opening E of 8400 Block
PM Peak Hour

	Median Opening Northbound			Median Opening Southbound			NW 36th St Eastbound			NW 36th St Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/28/2024)	44		89	3		3	6	1,755	43	30	1,397	2
Season Adjustment 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
2024 Peak Season Traffic	44	0	89	3	0	3	6	1755	43	30	1397	2
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
8300 NW 33rd Street												
ABC Fine Wine								9			10	
Chick-Fil-A								6			6	
Doral Center								22				
AMLI Ocean Bank*												
2026 Background Traffic	45	0	92	3	0	3	6	1,845	44	31	1,455	2
Project	130		179						49	67		
Pass-by	11		15					-18	18	26	-26	
2027 Total Traffic	**186**	**0**	**286**	**3**	**0**	**3**	**6**	**1,827**	**111**	**124**	**1,429**	**2**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 82nd Ave & NW 36th St
AM Peak Hour

	NW 82nd Ave Northbound			NW 82nd Ave Southbound			NW 36th St Eastbound			NW 36th St Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/28/2024)	62	199	276	103	191	34	70	1,504	179	289	1,701	185
Season Adjustment 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
2024 Peak Season Traffic	62	199	276	103	191	34	70	1504	179	289	1701	185
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
8300 NW 33rd Street		1	34		1					10		
ABC Fine Wine												
Chick-Fil-A								3			3	
Doral Center								20				
AMLI Ocean Bank*												
2026 Background Traffic	64	206	318	106	198	35	72	1,573	184	308	1,756	191
Project	3					5	3	6	3		9	
2027 Total Traffic	**67**	**206**	**318**	**106**	**198**	**40**	**75**	**1,579**	**187**	**308**	**1,765**	**191**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 82nd Ave & NW 36th St
AM Peak Hour

	NW 82nd Ave Northbound			NW 82nd Ave Southbound			NW 36th St Eastbound			NW 36th St Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/28/2024)	105	208	565	93	171	62	81	1,786	86	155	1,227	147
Season Adjustment 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
2024 Peak Season Traffic	105	208	565	93	171	62	81	1786	86	155	1227	147
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
8300 NW 33rd Street		1	16		1					25		
ABC Fine Wine			9	3				9		10	10	3
Chick-Fil-A								6			6	
Doral Center								22				
AMLI Ocean Bank*												
2026 Background Traffic	108	215	607	99	177	64	83	1,877	89	195	1,280	154
Project	7					10	7	12	5		18	
2027 Total Traffic	**115**	**215**	**607**	**99**	**177**	**74**	**90**	**1,889**	**94**	**195**	**1,298**	**154**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 83rd Ave & NW 36th St
AM Peak Hour

	NW 83rd Ave Northbound			NW 83rd Ave Southbound			NW 36th St Eastbound			NW 36th St Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (5/28/2025)	31		37					1,499	65	63	1,523	
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2025 Peak Season Traffic	34	0	40	0	0	0	0	1634	71	69	1660	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
8300 NW 33rd Street												
ABC Fine Wine												
Chick-Fil-A												
Doral Center								3			3	
AMLI Ocean Bank*								20				
2026 Background Traffic	34	0	41	0	0	0	0	1,690	72	70	1,696	0
Project								12			17	
2027 Total Traffic	**34**	**0**	**41**	**0**	**0**	**0**	**0**	**1,702**	**72**	**70**	**1,713**	**0**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 83rd Ave & NW 36th St
PM Peak Hour

	NW 83rd Ave Northbound			NW 83rd Ave Southbound			NW 36th St Eastbound			NW 36th St Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (5/28/2025)	82		114					1,445	89	126	1,412	
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2025 Peak Season Traffic	89	0	124	0	0	0	0	1575	97	137	1539	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
8300 NW 33rd Street												
ABC Fine Wine								9			10	
Chick-Fil-A								6			6	
Doral Center								22				
AMLI Ocean Bank*												
2026 Background Traffic	91	0	127	0	0	0	0	1,644	99	140	1,586	0
Project								24			35	
2027 Total Traffic	**91**	**0**	**127**	**0**	**0**	**0**	**0**	**1,668**	**99**	**140**	**1,621**	**0**

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Attachement E

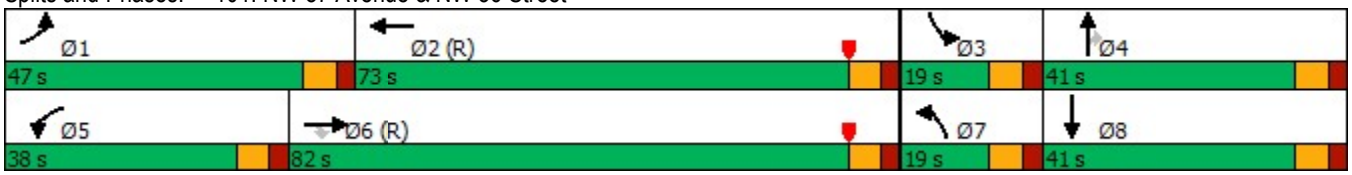
SYNCHRO Analyses

Timings
101: NW 87 Avenue & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	437	1351	453	506	1015	198	622	256	94	678
Future Volume (vph)	437	1351	453	506	1015	198	622	256	94	678
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2	7	4		3	8
Permitted Phases			6					4		
Detector Phase	1	6	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.0	39.4	39.4	13.8	39.4	14.0	41.1	41.1	13.8	39.1
Total Split (s)	47.0	82.0	82.0	38.0	73.0	19.0	41.0	41.0	19.0	41.0
Total Split (%)	26.1%	45.6%	45.6%	21.1%	40.6%	10.6%	22.8%	22.8%	10.6%	22.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	29.8	75.7	75.7	30.3	76.2	11.9	35.0	35.0	10.8	33.9
Actuated g/C Ratio	0.17	0.42	0.42	0.17	0.42	0.07	0.19	0.19	0.06	0.19
v/c Ratio	0.80	0.65	0.61	0.90	0.54	0.90	0.93	0.56	0.47	0.98
Control Delay	82.7	43.5	27.8	90.9	34.9	120.7	91.6	19.3	89.3	93.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.7	43.5	27.8	90.9	34.9	120.7	91.6	19.3	89.3	93.7
LOS	F	D	C	F	C	F	F	B	F	F
Approach Delay		48.0			52.3		79.7			93.3
Approach LOS		D			D		E			F

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 65 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 62.5	Intersection LOS: E
Intersection Capacity Utilization 88.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: NW 87 Avenue & NW 36 Street



Queues
101: NW 87 Avenue & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	451	1393	467	522	1158	204	641	264	97	936
v/c Ratio	0.80	0.65	0.61	0.90	0.54	0.90	0.93	0.56	0.47	0.98
Control Delay	82.7	43.5	27.8	90.9	34.9	120.7	91.6	19.3	89.3	93.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.7	43.5	27.8	90.9	34.9	120.7	91.6	19.3	89.3	93.7
Queue Length 50th (ft)	268	483	270	260	267	125	399	52	58	393
Queue Length 95th (ft)	320	536	398	#397	358	#207	#528	156	92	#494
Internal Link Dist (ft)		816			1573		920			477
Turn Bay Length (ft)	150		200	300		300		250	200	
Base Capacity (vph)	762	2138	770	591	2127	226	688	474	226	952
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.65	0.61	0.88	0.54	0.90	0.93	0.56	0.43	0.98

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: NW 87 Avenue & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	437	1351	453	506	1015	109	198	622	256	94	678	230
Future Volume (veh/h)	437	1351	453	506	1015	109	198	622	256	94	678	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	451	1393	467	522	1046	112	204	641	264	97	699	237
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	517	2174	675	563	2057	220	228	765	336	136	710	237
Arrive On Green	0.20	0.57	0.57	0.22	0.58	0.58	0.07	0.22	0.22	0.04	0.19	0.19
Sat Flow, veh/h	3456	5106	1585	3456	4684	501	3456	3554	1562	3456	3768	1258
Grp Volume(v), veh/h	451	1393	467	522	760	398	204	641	264	97	630	306
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1780	1728	1777	1562	1728	1702	1622
Q Serve(g_s), s	22.8	33.4	37.8	26.6	23.8	23.8	10.5	31.1	28.7	5.0	33.2	33.9
Cycle Q Clear(g_c), s	22.8	33.4	37.8	26.6	23.8	23.8	10.5	31.1	28.7	5.0	33.2	33.9
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	517	2174	675	563	1495	782	228	765	336	136	641	305
V/C Ratio(X)	0.87	0.64	0.69	0.93	0.51	0.51	0.89	0.84	0.79	0.71	0.98	1.00
Avail Cap(c_a), veh/h	768	2174	675	595	1495	782	228	765	336	228	641	305
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.4	29.7	30.6	69.4	25.9	25.9	83.4	67.6	66.7	85.5	72.8	73.1
Incr Delay (d2), s/veh	8.8	1.5	5.7	19.2	1.1	2.2	33.2	8.2	11.6	9.5	31.2	51.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	12.9	14.3	12.8	9.1	9.7	5.7	14.9	12.5	2.4	17.2	18.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.2	31.1	36.4	88.6	27.1	28.1	116.6	75.8	78.3	95.0	104.0	124.7
LnGrp LOS	E	C	D	F	C	C	F	E	E	F	F	F
Approach Vol, veh/h		2311			1680			1109			1033	
Approach Delay, s/veh		41.6			46.4			83.9			109.3	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.9	86.1	14.2	45.8	36.3	83.7	19.0	41.0
Change Period (Y+Rc), s	7.0	7.0	* 7.1	* 7.1	7.0	7.0	* 7.1	* 7.1
Max Green Setting (Gmax), s	40.0	66.0	* 12	* 34	31.0	75.0	* 12	* 34
Max Q Clear Time (g_c+I1), s	24.8	25.8	7.0	33.1	28.6	39.8	12.5	35.9
Green Ext Time (p_c), s	2.2	9.2	0.1	0.4	0.7	15.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	62.0
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

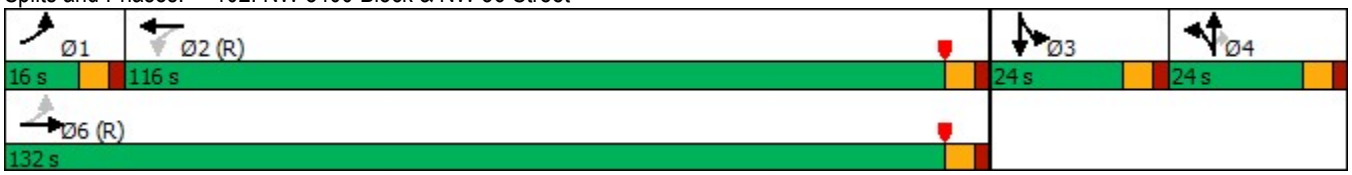
HCM 6th Edition methodology expects strict NEMA phasing.

Timings
102: NW 8400 Block & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	61	1785	27	1638	0	11	15	0
Future Volume (vph)	61	1785	27	1638	0	11	15	0
Turn Type	pm+pt	NA	Perm	NA	NA	Perm	Split	NA
Protected Phases	1	6		2	4		3	3
Permitted Phases	6		2			4		
Detector Phase	1	6	2	2	4	4	3	3
Switch Phase								
Minimum Initial (s)	5.0	16.0	16.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	33.4	33.4	33.4	13.4	13.4	24.0	24.0
Total Split (s)	16.0	132.0	116.0	116.0	24.0	24.0	24.0	24.0
Total Split (%)	8.9%	73.3%	64.4%	64.4%	13.3%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.2	6.2	6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	156.0	158.4	144.2	144.2	7.6	7.6	8.9	8.9
Actuated g/C Ratio	0.87	0.88	0.80	0.80	0.04	0.04	0.05	0.05
v/c Ratio	0.29	0.42	0.17	0.43	0.24	0.07	0.15	0.07
Control Delay	10.5	4.6	8.6	5.7	91.1	0.9	85.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	4.6	8.6	5.7	91.1	0.9	85.2	0.8
LOS	B	A	A	A	F	A	F	A
Approach Delay		4.8		5.7	56.9			43.0
Approach LOS		A		A	E			D

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 72 (40%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 5.9	Intersection LOS: A
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: NW 8400 Block & NW 36 Street



Queues
102: NW 8400 Block & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	64	1881	28	1739	18	11	12	12
v/c Ratio	0.29	0.42	0.17	0.43	0.24	0.07	0.15	0.07
Control Delay	10.5	4.6	8.6	5.7	91.1	0.9	85.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	4.6	8.6	5.7	91.1	0.9	85.2	0.8
Queue Length 50th (ft)	12	189	7	190	21	0	14	0
Queue Length 95th (ft)	m41	232	m14	202	52	0	40	0
Internal Link Dist (ft)		1573		520	707			540
Turn Bay Length (ft)	125		100					
Base Capacity (vph)	258	4464	161	4061	175	237	166	236
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.42	0.17	0.43	0.10	0.05	0.07	0.05

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
102: NW 8400 Block & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	1785	21	27	1638	32	17	0	11	15	0	8
Future Volume (vph)	61	1785	21	27	1638	32	17	0	11	15	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00			1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	0.95	0.98	
Satd. Flow (prot)	1770	5075		1769	5071			1770	1547	1681	1544	
Flt Permitted	0.11	1.00		0.11	1.00			0.95	1.00	0.95	0.98	
Satd. Flow (perm)	198	5075		200	5071			1770	1547	1681	1544	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	64	1859	22	28	1706	33	18	0	11	16	0	8
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	11	0	12	0
Lane Group Flow (vph)	64	1881	0	28	1738	0	0	18	0	12	0	0
Confl. Peds. (#/hr)			2	2			1		1	1		1
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		3	3	
Permitted Phases	6			2					4			
Actuated Green, G (s)	151.0	151.0		139.2	139.2			4.8	4.8	5.8	5.8	
Effective Green, g (s)	151.0	151.0		139.2	139.2			4.8	4.8	5.8	5.8	
Actuated g/C Ratio	0.84	0.84		0.77	0.77			0.03	0.03	0.03	0.03	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	
Vehicle Extension (s)	2.0	1.0		1.0	1.0			2.5	2.5	5.0	5.0	
Lane Grp Cap (vph)	216	4257		154	3921			47	41	54	49	
v/s Ratio Prot	0.01	c0.37			0.34			c0.01		c0.01	0.00	
v/s Ratio Perm	0.24			0.14					0.00			
v/c Ratio	0.30	0.44		0.18	0.44			0.38	0.01	0.22	0.01	
Uniform Delay, d1	4.3	3.7		5.4	7.0			86.1	85.3	84.9	84.3	
Progression Factor	2.47	1.12		0.85	0.77			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.3		2.1	0.3			3.8	0.1	4.3	0.1	
Delay (s)	11.0	4.4		6.7	5.7			89.9	85.3	89.2	84.4	
Level of Service	B	A		A	A			F	F	F	F	
Approach Delay (s)		4.7			5.7			88.2			86.8	
Approach LOS		A			A			F			F	

Intersection Summary			
HCM 2000 Control Delay	6.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.4
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1748	73	87	1591	5	20	0	28	0	0	0
Future Vol, veh/h	3	1748	73	87	1591	5	20	0	28	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	250	100	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1821	76	91	1657	5	21	0	29	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1662	0	0	1897	0	0	2672	-	911	2576	3745	831
Stage 1	-	-	-	-	-	-	1827	-	-	1842	1842	-
Stage 2	-	-	-	-	-	-	845	-	-	734	1903	-
Critical Hdwy	5.34	-	-	5.34	-	-	5	-	4	5	4	4
Critical Hdwy Stg 1	-	-	-	-	-	-	5	-	-	5	4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	-	-	5	4	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3	-	3	3	3	3
Pot Cap-1 Maneuver	185	-	-	141	-	-	73	0	622	81	61	661
Stage 1	-	-	-	-	-	-	185	0	-	182	303	-
Stage 2	-	-	-	-	-	-	517	0	-	579	289	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	185	-	-	141	-	-	35	-	622	37	21	661
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	-	-	130	72	-
Stage 1	-	-	-	-	-	-	182	-	-	179	108	-
Stage 2	-	-	-	-	-	-	183	-	-	543	284	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.5	27.6	0
HCM LOS			D	A

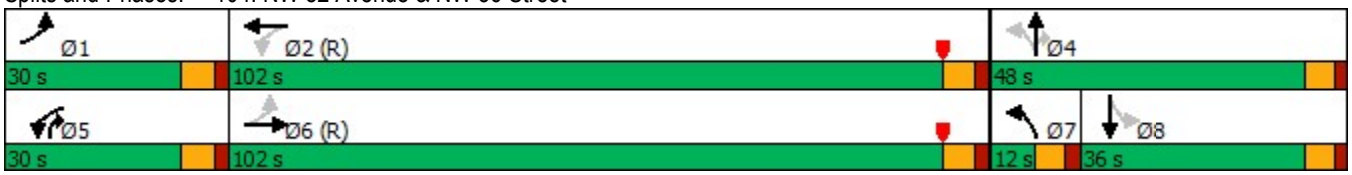
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	622	185	-	-	141	-	-	-
HCM Lane V/C Ratio	0.21	0.047	0.017	-	-	0.643	-	-	-
HCM Control Delay (s)	50.8	11.1	24.8	-	-	67.8	-	-	0
HCM Lane LOS	F	B	C	-	-	F	-	-	A
HCM 95th %tile Q(veh)	0.7	0.1	0.1	-	-	3.5	-	-	-

Timings
104: NW 82 Avenue & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	70	1504	289	1701	62	199	276	103	191
Future Volume (vph)	70	1504	289	1701	62	199	276	103	191
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	1	6	5	2	7	4	5		8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	8	8
Switch Phase									
Minimum Initial (s)	5.0	16.0	5.0	16.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	13.0	33.4	11.4	33.4	11.0	24.0	11.4	36.0	36.0
Total Split (s)	30.0	102.0	30.0	102.0	12.0	48.0	30.0	36.0	36.0
Total Split (%)	16.7%	56.7%	16.7%	56.7%	6.7%	26.7%	16.7%	20.0%	20.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.4	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.0	6.4	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	104.4	96.6	127.9	113.7	39.7	39.7	70.6	27.7	27.7
Actuated g/C Ratio	0.58	0.54	0.71	0.63	0.22	0.22	0.39	0.15	0.15
v/c Ratio	0.48	0.65	0.95	0.62	0.51	0.50	0.45	0.60	0.83
Control Delay	37.9	47.2	85.7	21.7	71.0	65.8	39.8	85.2	96.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	47.2	85.7	21.7	71.0	65.8	39.8	85.2	96.1
LOS	D	D	F	C	E	E	D	F	F
Approach Delay		46.8		30.2		53.0			92.7
Approach LOS		D		C		D			F

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 77 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 43.1	Intersection LOS: D
Intersection Capacity Utilization 92.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 104: NW 82 Avenue & NW 36 Street



Queues
104: NW 82 Avenue & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	73	1753	301	1965	65	207	288	107	234
v/c Ratio	0.48	0.65	0.95	0.62	0.51	0.50	0.45	0.60	0.83
Control Delay	37.9	47.2	85.7	21.7	71.0	65.8	39.8	85.2	96.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	47.2	85.7	21.7	71.0	65.8	39.8	85.2	96.1
Queue Length 50th (ft)	43	576	271	506	62	214	231	118	264
Queue Length 95th (ft)	74	642	#484	593	110	305	325	192	#386
Internal Link Dist (ft)		820		339		257			237
Turn Bay Length (ft)	165		190		180		250	100	
Base Capacity (vph)	309	2685	318	3148	127	434	634	193	305
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.65	0.95	0.62	0.51	0.48	0.45	0.55	0.77

Intersection Summary

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

HCM 6th Signalized Intersection Summary
104: NW 82 Avenue & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1504	179	289	1701	185	62	199	276	103	191	34
Future Volume (veh/h)	70	1504	179	289	1701	185	62	199	276	103	191	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.98	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	1567	186	301	1772	193	65	207	288	107	199	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	2646	314	321	2967	322	145	432	504	160	252	44
Arrive On Green	0.04	0.76	0.76	0.12	0.85	0.85	0.03	0.23	0.23	0.16	0.16	0.16
Sat Flow, veh/h	1781	4621	548	1781	4659	505	1781	1870	1552	890	1537	270
Grp Volume(v), veh/h	73	1154	599	301	1292	673	65	207	288	107	0	234
Grp Sat Flow(s),veh/h/ln	1781	1702	1764	1781	1702	1760	1781	1870	1552	890	0	1807
Q Serve(g_s), s	3.1	26.5	26.6	14.0	21.1	21.4	5.4	17.2	27.8	21.3	0.0	22.4
Cycle Q Clear(g_c), s	3.1	26.5	26.6	14.0	21.1	21.4	5.4	17.2	27.8	26.5	0.0	22.4
Prop In Lane	1.00		0.31	1.00		0.29	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	205	1949	1010	321	2168	1121	145	432	504	160	0	297
V/C Ratio(X)	0.36	0.59	0.59	0.94	0.60	0.60	0.45	0.48	0.57	0.67	0.00	0.79
Avail Cap(c_a), veh/h	389	1949	1010	390	2168	1121	145	436	508	162	0	301
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	12.3	12.3	29.1	6.6	6.6	60.3	59.9	50.7	76.5	0.0	72.2
Incr Delay (d2), s/veh	0.4	1.3	2.6	27.6	1.2	2.4	2.2	0.6	1.3	13.1	0.0	14.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	8.8	9.6	10.1	5.3	5.9	2.6	8.4	11.1	5.5	0.0	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	13.7	14.9	56.7	7.8	9.0	62.4	60.5	51.9	89.7	0.0	87.1
LnGrp LOS	B	B	B	E	A	A	E	E	D	F	A	F
Approach Vol, veh/h		1826			2266			560			341	
Approach Delay, s/veh		14.1			14.7			56.3			87.9	
Approach LOS		B			B			E			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	121.0		47.5	23.0	109.5	12.0	35.5
Change Period (Y+Rc), s	6.4	6.4		6.0	6.4	6.4	6.0	6.0
Max Green Setting (Gmax), s	23.6	95.6		42.0	23.6	95.6	6.0	30.0
Max Q Clear Time (g_c+I1), s	5.1	23.4		29.8	16.0	28.6	7.4	28.5
Green Ext Time (p_c), s	0.1	7.3		1.4	0.6	6.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

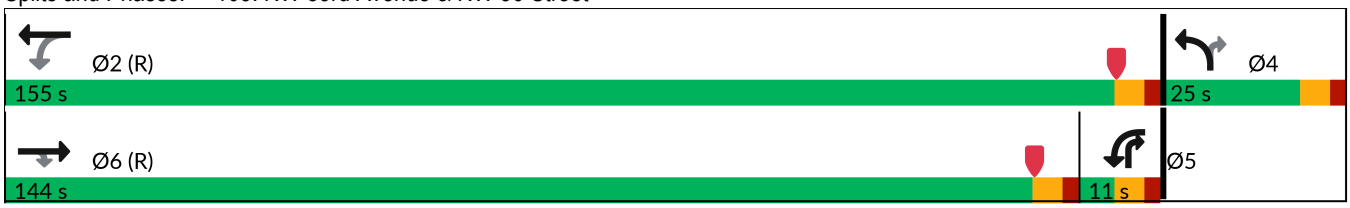
User approved pedestrian interval to be less than phase max green.

105: NW 83rd Avenue & NW 36 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1634	71	69	1660	34	40
Future Volume (vph)	1634	71	69	1660	34	40
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	5
Switch Phase						
Minimum Initial (s)	16.0	16.0	5.0	16.0	7.0	5.0
Minimum Split (s)	32.0	32.0	11.0	32.0	25.0	11.0
Total Split (s)	144.0	144.0	11.0	155.0	25.0	11.0
Total Split (%)	80.0%	80.0%	6.1%	86.1%	13.9%	6.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.2	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.2	6.0
Lead/Lag	Lead	Lead	Lag			Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	150.6	150.6	161.6	162.8	8.9	12.6
Actuated g/C Ratio	0.84	0.84	0.90	0.90	0.05	0.07
v/c Ratio	0.39	0.06	0.28	0.37	0.40	0.28
Control Delay (s/veh)	4.2	1.6	4.5	1.7	95.9	22.5
Queue Delay	0.2	0.0	0.0	0.2	0.0	0.3
Total Delay (s/veh)	4.4	1.6	4.5	2.0	95.9	22.8
LOS	A	A	A	A	F	C
Approach Delay (s/veh)	4.3			2.1	56.4	
Approach LOS	A			A	E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 38 (21%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay (s/veh): 4.3	Intersection LOS: A
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 105: NW 83rd Avenue & NW 36 Street



105: NW 83rd Avenue & NW 36 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1667	72	70	1694	35	41
v/c Ratio	0.39	0.06	0.28	0.37	0.40	0.28
Control Delay (s/veh)	4.2	1.6	4.5	1.7	95.9	22.5
Queue Delay	0.2	0.0	0.0	0.2	0.0	0.3
Total Delay (s/veh)	4.4	1.6	4.5	2.0	95.9	22.8
Queue Length 50th (ft)	162	6	7	87	41	0
Queue Length 95th (ft)	201	17	m14	117	83	41
Internal Link Dist (ft)	350			390	259	
Turn Bay Length (ft)		80	180			
Base Capacity (vph)	4253	1299	254	4598	184	148
Starvation Cap Reductn	0	0	0	1847	0	0
Spillback Cap Reductn	1493	0	0	0	0	11
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.06	0.28	0.62	0.19	0.30

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1634	71	69	1660	34	40
Future Volume (veh/h)	1634	71	69	1660	34	40
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1667	72	70	1694	35	41
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3915	1186	386	4566	68	210
Arrive On Green	0.77	0.77	0.19	1.00	0.04	0.04
Sat Flow, veh/h	5274	1547	1781	5274	1781	1585
Grp Volume(v), veh/h	1667	72	70	1694	35	41
Grp Sat Flow(s),veh/h/ln	1702	1547	1781	1702	1781	1585
Q Serve(g_s), s	20.4	2.1	0.0	0.0	3.5	0.0
Cycle Q Clear(g_c), s	20.4	2.1	0.0	0.0	3.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3915	1186	386	4566	68	210
V/C Ratio(X)	0.43	0.06	0.18	0.37	0.52	0.20
Avail Cap(c_a), veh/h	3915	1186	386	4566	186	315
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.75	0.75	1.00	1.00
Uniform Delay (d), s/veh	7.3	5.1	7.2	0.0	85.0	69.6
Incr Delay (d2), s/veh	0.3	0.1	0.1	0.2	4.5	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.7	0.8	0.1	1.7	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.6	5.2	7.3	0.2	89.4	69.9
LnGrp LOS	A	A	A	A	F	E
Approach Vol, veh/h	1739			1764	76	
Approach Delay, s/veh	7.5			0.5	78.9	
Approach LOS	A			A	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		167.0		13.0	23.0	144.0
Change Period (Y+Rc), s		6.0		6.2	6.0	6.0
Max Green Setting (Gmax), s		149.0		18.8	5.0	138.0
Max Q Clear Time (g_c+I1), s		2.0		5.5	2.0	22.4
Green Ext Time (p_c), s		6.6		0.1	0.0	6.4

Intersection Summary	
HCM 7th Control Delay, s/veh	5.6
HCM 7th LOS	A

Notes

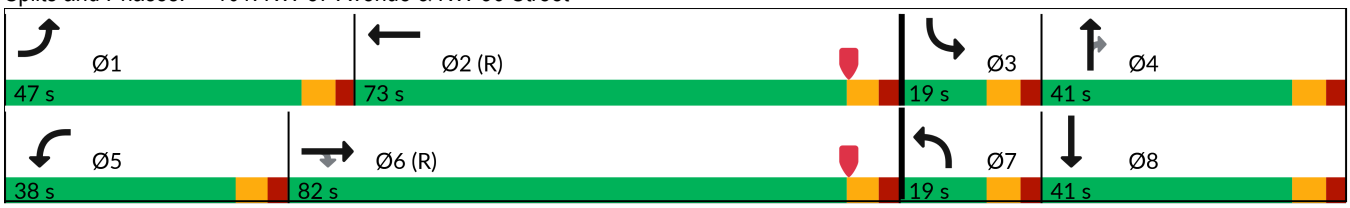
User approved pedestrian interval to be less than phase max green.

Timings
101: NW 87 Avenue & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	450	1412	469	524	1046	206	672	267	97	734
Future Volume (vph)	450	1412	469	524	1046	206	672	267	97	734
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2	7	4		3	8
Permitted Phases			6					4		
Detector Phase	1	6	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.0	39.4	39.4	13.8	39.4	14.0	41.1	41.1	13.8	39.1
Total Split (s)	47.0	82.0	82.0	38.0	73.0	19.0	41.0	41.0	19.0	41.0
Total Split (%)	26.1%	45.6%	45.6%	21.1%	40.6%	10.6%	22.8%	22.8%	10.6%	22.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	30.6	75.4	75.4	30.6	75.4	11.9	34.9	34.9	10.9	33.9
Actuated g/C Ratio	0.17	0.42	0.42	0.17	0.42	0.07	0.19	0.19	0.06	0.19
v/c Ratio	0.79	0.68	0.63	0.93	0.57	0.94	1.01	0.59	0.48	1.05
Control Delay (s/veh)	81.9	44.7	29.4	93.5	37.1	127.1	106.8	23.3	89.6	109.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.9	44.7	29.4	93.5	37.1	127.1	106.8	23.3	89.6	109.2
LOS	F	D	C	F	D	F	F	C	F	F
Approach Delay (s/veh)		48.8			54.7		91.0			107.4
Approach LOS		D			D		F			F

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 65 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 68.2	Intersection LOS: E
Intersection Capacity Utilization 91.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: NW 87 Avenue & NW 36 Street



Queues
101: NW 87 Avenue & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	464	1456	484	540	1193	212	693	275	100	1001
v/c Ratio	0.79	0.68	0.63	0.93	0.57	0.94	1.01	0.59	0.48	1.05
Control Delay (s/veh)	81.9	44.7	29.4	93.5	37.1	127.1	106.8	23.3	89.6	109.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.9	44.7	29.4	93.5	37.1	127.1	106.8	23.3	89.6	109.2
Queue Length 50th (ft)	275	513	294	275	289	130	~458	73	59	~456
Queue Length 95th (ft)	326	568	428	#422	381	#218	#597	182	95	#555
Internal Link Dist (ft)		816			1573		920			477
Turn Bay Length (ft)	150		200	300		300		250	200	
Base Capacity (vph)	762	2130	765	591	2106	226	686	467	226	951
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.68	0.63	0.91	0.57	0.94	1.01	0.59	0.44	1.05

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
101: NW 87 Avenue & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	450	1412	469	524	1046	112	206	672	267	97	734	237
Future Volume (veh/h)	450	1412	469	524	1046	112	206	672	267	97	734	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	464	1456	484	540	1078	115	212	693	275	100	757	244
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	530	2154	669	577	2040	217	228	761	335	139	719	229
Arrive On Green	0.20	0.56	0.56	0.22	0.58	0.58	0.07	0.21	0.21	0.04	0.19	0.19
Sat Flow, veh/h	3456	5106	1585	3456	4685	499	3456	3554	1562	3456	3817	1217
Grp Volume(v), veh/h	464	1456	484	540	783	410	212	693	275	100	674	327
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1780	1728	1777	1562	1728	1702	1630
Q Serve(g_s), s	23.4	36.3	40.6	27.6	25.1	25.2	11.0	34.3	30.2	5.1	33.9	33.9
Cycle Q Clear(g_c), s	23.4	36.3	40.6	27.6	25.1	25.2	11.0	34.3	30.2	5.1	33.9	33.9
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	530	2154	669	577	1482	775	228	761	335	139	641	307
V/C Ratio(X)	0.87	0.68	0.72	0.94	0.53	0.53	0.93	0.91	0.82	0.72	1.05	1.06
Avail Cap(c_a), veh/h	768	2154	669	595	1482	775	228	761	335	228	641	307
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.9	30.8	31.8	69.1	26.7	26.7	83.6	69.0	67.4	85.4	73.1	73.1
Incr Delay (d2), s/veh	9.2	1.7	6.7	20.7	1.2	2.3	40.6	15.0	15.0	9.5	49.8	69.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	14.0	15.5	13.4	9.6	10.3	6.2	17.1	13.4	2.5	19.1	20.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.2	32.5	38.5	89.8	27.9	29.0	124.2	84.1	82.5	94.9	122.9	142.7
LnGrp LOS	E	C	D	F	C	C	F	F	F	F	F	F
Approach Vol, veh/h		2404			1733			1180			1101	
Approach Delay, s/veh		42.7			47.4			90.9			126.2	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.6	85.4	14.3	45.7	37.1	82.9	19.0	41.0
Change Period (Y+Rc), s	7.0	7.0	* 7.1	* 7.1	7.0	7.0	* 7.1	* 7.1
Max Green Setting (Gmax), s	40.0	66.0	* 12	* 34	31.0	75.0	* 12	* 34
Max Q Clear Time (g_c+I1), s	25.4	27.2	7.1	36.3	29.6	42.6	13.0	35.9
Green Ext Time (p_c), s	2.2	9.5	0.1	0.0	0.5	15.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	67.2
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

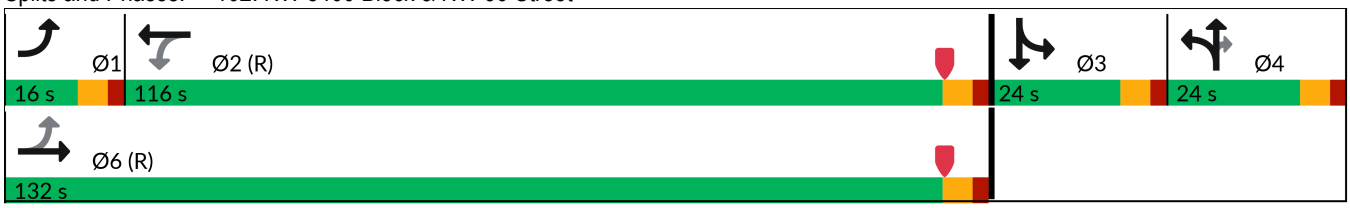
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
102: NW 8400 Block & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	1862	28	1691	0	11	15	0
Future Volume (vph)	63	1862	28	1691	0	11	15	0
Turn Type	pm+pt	NA	Perm	NA	NA	Perm	Split	NA
Protected Phases	1	6		2	4		3	3
Permitted Phases	6		2			4		
Detector Phase	1	6	2	2	4	4	3	3
Switch Phase								
Minimum Initial (s)	5.0	16.0	16.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	33.4	33.4	33.4	13.4	13.4	24.0	24.0
Total Split (s)	16.0	132.0	116.0	116.0	24.0	24.0	24.0	24.0
Total Split (%)	8.9%	73.3%	64.4%	64.4%	13.3%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.2	6.2	6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	155.9	158.3	144.1	144.1	7.7	7.7	8.9	8.9
Actuated g/C Ratio	0.87	0.88	0.80	0.80	0.04	0.04	0.05	0.05
v/c Ratio	0.31	0.44	0.20	0.44	0.25	0.07	0.15	0.07
Control Delay (s/veh)	12.2	5.3	9.2	5.8	91.4	0.9	85.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.2	5.3	9.2	5.8	91.4	0.9	85.2	0.8
LOS	B	A	A	A	F	A	F	A
Approach Delay (s/veh)		5.5		5.8	58.2			43.0
Approach LOS		A		A	E			D

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 72 (40%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 6.3	Intersection LOS: A
Intersection Capacity Utilization 70.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: NW 8400 Block & NW 36 Street



Queues
102: NW 8400 Block & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	66	1963	29	1795	19	11	12	12
v/c Ratio	0.31	0.44	0.20	0.44	0.25	0.07	0.15	0.07
Control Delay (s/veh)	12.2	5.3	9.2	5.8	91.4	0.9	85.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.2	5.3	9.2	5.8	91.4	0.9	85.2	0.8
Queue Length 50th (ft)	12	202	8	196	22	0	14	0
Queue Length 95th (ft)	m44	264	m14	208	54	0	40	0
Internal Link Dist (ft)		1573		520	707			540
Turn Bay Length (ft)	125		100					
Base Capacity (vph)	247	4462	146	4058	175	237	166	236
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.44	0.20	0.44	0.11	0.05	0.07	0.05

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
102: NW 8400 Block & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	1862	22	28	1691	33	18	0	11	15	0	8
Future Volume (vph)	63	1862	22	28	1691	33	18	0	11	15	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00			1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	0.95	0.98	
Satd. Flow (prot)	1770	5075		1769	5071			1770	1547	1681	1544	
Flt Permitted	0.10	1.00		0.10	1.00			0.95	1.00	0.95	0.98	
Satd. Flow (perm)	185	5075		182	5071			1770	1547	1681	1544	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	66	1940	23	29	1761	34	19	0	11	16	0	8
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	11	0	12	0
Lane Group Flow (vph)	66	1963	0	29	1794	0	0	19	0	12	0	0
Confl. Peds. (#/hr)			2	2			1		1	1		1
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		3	3	
Permitted Phases	6			2					4			
Actuated Green, G (s)	150.9	150.9		139.1	139.1			4.9	4.9	5.8	5.8	
Effective Green, g (s)	150.9	150.9		139.1	139.1			4.9	4.9	5.8	5.8	
Actuated g/C Ratio	0.84	0.84		0.77	0.77			0.03	0.03	0.03	0.03	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	
Vehicle Extension (s)	2.0	1.0		1.0	1.0			2.5	2.5	5.0	5.0	
Lane Grp Cap (vph)	206	4254		140	3918			48	42	54	49	
v/s Ratio Prot	0.01	c0.39			0.35			c0.01		c0.01	0.00	
v/s Ratio Perm	0.26			0.16					0.00			
v/c Ratio	0.32	0.46		0.21	0.46			0.40	0.01	0.22	0.01	
Uniform Delay, d1	4.6	3.8		5.5	7.2			86.1	85.2	84.9	84.3	
Progression Factor	2.85	1.27		0.81	0.76			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.3		2.7	0.3			3.9	0.0	4.3	0.1	
Delay (s)	13.5	5.2		7.2	5.8			90.0	85.2	89.2	84.4	
Level of Service	B	A		A	A			F	F	F	F	
Approach Delay (s/veh)		5.4			5.8			88.2			86.8	
Approach LOS		A			A			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.4
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Edition methodology expects strict NEMA phasing.

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1824	75	90	1642	5	21	0	29	0	0	0
Future Vol, veh/h	3	1824	75	90	1642	5	21	0	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	250	100	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1900	78	94	1710	5	22	0	30	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1715	0	0	1978	0	0	2778	-	950	2667	3885	858
Stage 1	-	-	-	-	-	-	1906	-	-	1901	1901	-
Stage 2	-	-	-	-	-	-	872	-	-	766	1984	-
Critical Hdwy	5.34	-	-	5.34	-	-	5	-	4	5	4	4
Critical Hdwy Stg 1	-	-	-	-	-	-	5	-	-	5	4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	-	-	5	4	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3	-	3	3	3	3
Pot Cap-1 Maneuver	174	-	-	128	-	-	65	0	604	74	54	647
Stage 1	-	-	-	-	-	-	170	0	-	171	289	-
Stage 2	-	-	-	-	-	-	503	0	-	560	271	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	174	-	-	128	-	-	26	-	604	28	14	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	-	-	120	54	-
Stage 1	-	-	-	-	-	-	167	-	-	168	77	-
Stage 2	-	-	-	-	-	-	134	-	-	523	266	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	4.5	34.8	0
HCM LOS			D	A

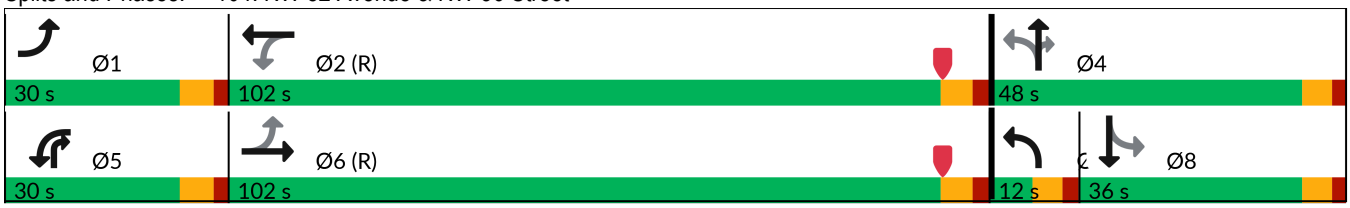
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	79	604	174	-	-	128	-	-	-
HCM Lane V/C Ratio	0.277	0.05	0.018	-	-	0.732	-	-	-
HCM Control Delay (s/veh)	67.2	11.3	26.1	-	-	86.5	-	-	0
HCM Lane LOS	F	B	D	-	-	F	-	-	A
HCM 95th %tile Q (veh)	1	0.2	0.1	-	-	4.2	-	-	-

Timings
104: NW 82 Avenue & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	72	1573	308	1756	64	206	318	106	198
Future Volume (vph)	72	1573	308	1756	64	206	318	106	198
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	1	6	5	2	7	4	5		8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	8	8
Switch Phase									
Minimum Initial (s)	5.0	16.0	5.0	16.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	13.0	33.4	11.4	33.4	11.0	24.0	11.4	36.0	36.0
Total Split (s)	30.0	102.0	30.0	102.0	12.0	48.0	30.0	36.0	36.0
Total Split (%)	16.7%	56.7%	16.7%	56.7%	6.7%	26.7%	16.7%	20.0%	20.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.4	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.0	6.4	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	103.9	95.6	127.6	112.8	40.0	40.0	71.6	28.0	28.0
Actuated g/C Ratio	0.58	0.53	0.71	0.63	0.22	0.22	0.40	0.16	0.16
v/c Ratio	0.50	0.69	1.03	0.65	0.54	0.52	0.52	0.63	0.85
Control Delay (s/veh)	40.8	49.1	108.8	22.8	73.4	66.1	41.7	87.7	97.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.8	49.1	108.8	22.8	73.4	66.1	41.7	87.7	97.8
LOS	D	D	F	C	E	E	D	F	F
Approach Delay (s/veh)		48.8		34.5		53.7			94.6
Approach LOS		D		C		D			F

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 77 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay (s/veh): 46.0	Intersection LOS: D
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 104: NW 82 Avenue & NW 36 Street



Queues
104: NW 82 Avenue & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	75	1831	321	2028	67	215	331	110	242
v/c Ratio	0.50	0.69	1.03	0.65	0.54	0.52	0.52	0.63	0.85
Control Delay (s/veh)	40.8	49.1	108.8	22.8	73.4	66.1	41.7	87.7	97.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.8	49.1	108.8	22.8	73.4	66.1	41.7	87.7	97.8
Queue Length 50th (ft)	45	614	~351	540	64	223	278	122	275
Queue Length 95th (ft)	74	680	#566	632	112	316	384	198	#406
Internal Link Dist (ft)		820		339		257			237
Turn Bay Length (ft)	165		190		180		250	100	
Base Capacity (vph)	300	2659	312	3125	123	434	642	186	305
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.69	1.03	0.65	0.54	0.50	0.52	0.59	0.79

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
104: NW 82 Avenue & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	1573	184	308	1756	191	64	206	318	106	198	35
Future Volume (veh/h)	72	1573	184	308	1756	191	64	206	318	106	198	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.98	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	1639	192	321	1829	199	67	215	331	110	206	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	2529	295	338	2949	319	142	436	546	154	256	45
Arrive On Green	0.04	0.73	0.73	0.15	0.84	0.84	0.03	0.23	0.23	0.17	0.17	0.17
Sat Flow, veh/h	1781	4629	541	1781	4660	504	1781	1870	1552	850	1539	269
Grp Volume(v), veh/h	75	1204	627	321	1333	695	67	215	331	110	0	242
Grp Sat Flow(s),veh/h/ln	1781	1702	1765	1781	1702	1760	1781	1870	1552	850	0	1808
Q Serve(g_s), s	3.4	32.9	33.1	18.5	23.3	23.7	5.5	17.9	31.7	23.2	0.0	23.2
Cycle Q Clear(g_c), s	3.4	32.9	33.1	18.5	23.3	23.7	5.5	17.9	31.7	29.1	0.0	23.2
Prop In Lane	1.00		0.31	1.00		0.29	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	197	1860	965	338	2154	1114	142	436	546	154	0	301
V/C Ratio(X)	0.38	0.65	0.65	0.95	0.62	0.62	0.47	0.49	0.61	0.72	0.00	0.80
Avail Cap(c_a), veh/h	378	1860	965	366	2154	1114	142	436	546	154	0	301
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	15.6	15.7	37.8	7.1	7.1	60.1	59.8	48.5	77.6	0.0	72.2
Incr Delay (d2), s/veh	0.4	1.8	3.4	32.8	1.3	2.6	2.4	0.6	1.7	17.9	0.0	16.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	11.6	12.6	17.2	6.1	6.8	2.6	8.7	12.7	5.9	0.0	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.5	17.4	19.1	70.6	8.4	9.8	62.5	60.4	50.2	95.5	0.0	88.4
LnGrp LOS	B	B	B	E	A	A	E	E	D	F		F
Approach Vol, veh/h		1906			2349			613			352	
Approach Delay, s/veh		18.0			17.3			55.1			90.6	
Approach LOS		B			B			E			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	120.3		48.0	27.2	104.8	12.0	36.0
Change Period (Y+Rc), s	6.4	6.4		6.0	6.4	6.4	6.0	6.0
Max Green Setting (Gmax), s	23.6	95.6		42.0	23.6	95.6	6.0	30.0
Max Q Clear Time (g_c+I1), s	5.4	25.7		33.7	20.5	35.1	7.5	31.1
Green Ext Time (p_c), s	0.1	7.7		1.3	0.3	6.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	26.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

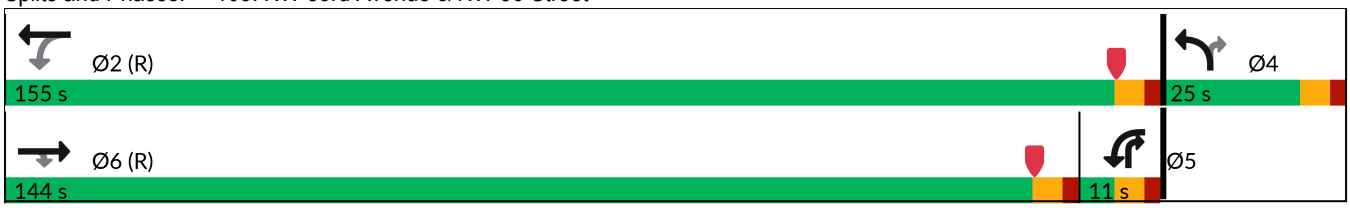
105: NW 83rd Avenue & NW 36 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1690	72	70	1696	34	41
Future Volume (vph)	1690	72	70	1696	34	41
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	5
Switch Phase						
Minimum Initial (s)	16.0	16.0	5.0	16.0	7.0	5.0
Minimum Split (s)	32.0	32.0	11.0	32.0	25.0	11.0
Total Split (s)	144.0	144.0	11.0	155.0	25.0	11.0
Total Split (%)	80.0%	80.0%	6.1%	86.1%	13.9%	6.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.2	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.2	6.0
Lead/Lag	Lead	Lead	Lag			Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	150.6	150.6	161.6	162.8	8.9	12.6
Actuated g/C Ratio	0.84	0.84	0.90	0.90	0.05	0.07
v/c Ratio	0.41	0.06	0.29	0.38	0.40	0.28
Control Delay (s/veh)	4.3	1.6	5.1	1.7	95.9	22.1
Queue Delay	0.3	0.0	0.0	0.3	0.0	0.3
Total Delay (s/veh)	4.6	1.6	5.1	2.0	95.9	22.4
LOS	A	A	A	A	F	C
Approach Delay (s/veh)	4.5			2.1	55.8	
Approach LOS	A			A	E	

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 38 (21%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.41
Intersection Signal Delay (s/veh): 4.4 Intersection LOS: A
Intersection Capacity Utilization 58.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 105: NW 83rd Avenue & NW 36 Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1724	73	71	1731	35	42
v/c Ratio	0.41	0.06	0.29	0.38	0.40	0.28
Control Delay (s/veh)	4.3	1.6	5.1	1.7	95.9	22.1
Queue Delay	0.3	0.0	0.0	0.3	0.0	0.3
Total Delay (s/veh)	4.6	1.6	5.1	2.0	95.9	22.4
Queue Length 50th (ft)	170	6	7	90	41	0
Queue Length 95th (ft)	210	17	m14	121	83	42
Internal Link Dist (ft)	350			390	259	
Turn Bay Length (ft)		80	180			
Base Capacity (vph)	4253	1299	242	4598	184	149
Starvation Cap Reductn	0	0	0	1883	0	0
Spillback Cap Reductn	1594	0	0	0	0	12
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.06	0.29	0.64	0.19	0.31

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1690	72	70	1696	34	41
Future Volume (veh/h)	1690	72	70	1696	34	41
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1724	73	71	1731	35	42
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3915	1186	375	4566	68	210
Arrive On Green	0.77	0.77	0.19	1.00	0.04	0.04
Sat Flow, veh/h	5274	1547	1781	5274	1781	1585
Grp Volume(v), veh/h	1724	73	71	1731	35	42
Grp Sat Flow(s),veh/h/ln	1702	1547	1781	1702	1781	1585
Q Serve(g_s), s	21.4	2.1	0.0	0.0	3.5	0.0
Cycle Q Clear(g_c), s	21.4	2.1	0.0	0.0	3.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3915	1186	375	4566	68	210
V/C Ratio(X)	0.44	0.06	0.19	0.38	0.52	0.20
Avail Cap(c_a), veh/h	3915	1186	375	4566	186	315
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.72	0.72	1.00	1.00
Uniform Delay (d), s/veh	7.4	5.1	7.7	0.0	84.9	69.6
Incr Delay (d2), s/veh	0.4	0.1	0.1	0.2	4.5	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.7	0.9	0.1	1.7	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.8	5.2	7.8	0.2	89.4	70.0
LnGrp LOS	A	A	A	A	F	E
Approach Vol, veh/h	1797			1802	77	
Approach Delay, s/veh	7.7			0.5	78.8	
Approach LOS	A			A	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		166.9		13.1	22.9	144.0
Change Period (Y+Rc), s		6.0		6.2	6.0	6.0
Max Green Setting (Gmax), s		149.0		18.8	5.0	138.0
Max Q Clear Time (g_c+I1), s		2.0		5.5	2.0	23.4
Green Ext Time (p_c), s		6.8		0.1	0.0	6.8

Intersection Summary	
HCM 7th Control Delay, s/veh	5.6
HCM 7th LOS	A

Notes

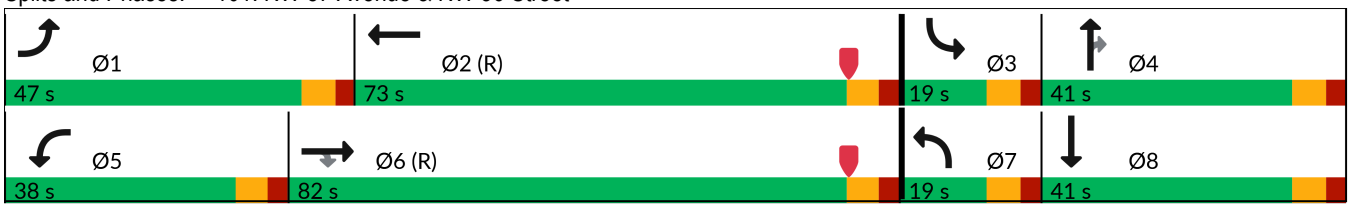
User approved pedestrian interval to be less than phase max green.

Timings
101: NW 87 Avenue & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	450	1416	469	528	1049	206	672	273	99	734
Future Volume (vph)	450	1416	469	528	1049	206	672	273	99	734
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2	7	4		3	8
Permitted Phases			6					4		
Detector Phase	1	6	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.0	39.4	39.4	13.8	39.4	14.0	41.1	41.1	13.8	39.1
Total Split (s)	47.0	82.0	82.0	38.0	73.0	19.0	41.0	41.0	19.0	41.0
Total Split (%)	26.1%	45.6%	45.6%	21.1%	40.6%	10.6%	22.8%	22.8%	10.6%	22.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	30.6	75.4	75.4	30.6	75.4	11.9	34.9	34.9	10.9	33.9
Actuated g/C Ratio	0.17	0.42	0.42	0.17	0.42	0.07	0.19	0.19	0.06	0.19
v/c Ratio	0.79	0.69	0.63	0.93	0.57	0.94	1.01	0.60	0.49	1.05
Control Delay (s/veh)	81.9	44.8	29.4	94.3	37.5	127.1	107.0	23.3	89.8	109.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.9	44.8	29.4	94.3	37.5	127.1	107.0	23.3	89.8	109.2
LOS	F	D	C	F	D	F	F	C	F	F
Approach Delay (s/veh)		48.9			55.2		90.8			107.4
Approach LOS		D			E		F			F

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 65 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 68.3	Intersection LOS: E
Intersection Capacity Utilization 91.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: NW 87 Avenue & NW 36 Street



Queues
101: NW 87 Avenue & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	464	1460	484	544	1197	212	693	281	102	1001
v/c Ratio	0.79	0.69	0.63	0.93	0.57	0.94	1.01	0.60	0.49	1.05
Control Delay (s/veh)	81.9	44.8	29.4	94.3	37.5	127.1	107.0	23.3	89.8	109.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.9	44.8	29.4	94.3	37.5	127.1	107.0	23.3	89.8	109.2
Queue Length 50th (ft)	275	515	294	276	297	130	~460	75	61	~456
Queue Length 95th (ft)	326	570	428	#427	389	#218	#597	185	96	#555
Internal Link Dist (ft)		816			1573		920			477
Turn Bay Length (ft)	150		200	300		300		250	200	
Base Capacity (vph)	762	2128	765	591	2104	226	685	470	226	951
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.69	0.63	0.92	0.57	0.94	1.01	0.60	0.45	1.05

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
101: NW 87 Avenue & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	450	1416	469	528	1049	113	206	672	273	99	734	237
Future Volume (veh/h)	450	1416	469	528	1049	113	206	672	273	99	734	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	464	1460	484	544	1081	116	212	693	281	102	757	244
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	530	2150	667	580	2039	219	228	759	334	141	719	229
Arrive On Green	0.20	0.56	0.56	0.22	0.58	0.58	0.07	0.21	0.21	0.04	0.19	0.19
Sat Flow, veh/h	3456	5106	1585	3456	4682	502	3456	3554	1562	3456	3817	1217
Grp Volume(v), veh/h	464	1460	484	544	786	411	212	693	281	102	674	327
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1780	1728	1777	1562	1728	1702	1630
Q Serve(g_s), s	23.4	36.6	40.7	27.8	25.2	25.3	11.0	34.3	31.0	5.3	33.9	33.9
Cycle Q Clear(g_c), s	23.4	36.6	40.7	27.8	25.2	25.3	11.0	34.3	31.0	5.3	33.9	33.9
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	530	2150	667	580	1482	775	228	759	334	141	641	307
V/C Ratio(X)	0.87	0.68	0.73	0.94	0.53	0.53	0.93	0.91	0.84	0.72	1.05	1.06
Avail Cap(c_a), veh/h	768	2150	667	595	1482	775	228	759	334	228	641	307
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.9	31.0	31.9	69.0	26.7	26.7	83.6	69.1	67.9	85.3	73.1	73.1
Incr Delay (d2), s/veh	9.2	1.8	6.8	21.1	1.2	2.3	40.6	15.4	17.4	9.5	49.8	69.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	14.1	15.6	13.5	9.7	10.4	6.2	17.1	13.9	2.5	19.1	20.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.2	32.7	38.7	90.1	27.9	29.1	124.2	84.5	85.2	94.9	122.9	142.7
LnGrp LOS	E	C	D	F	C	C	F	F	F	F	F	F
Approach Vol, veh/h		2408			1741			1186			1103	
Approach Delay, s/veh		42.9			47.6			91.8			126.1	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.6	85.4	14.4	45.6	37.2	82.8	19.0	41.0
Change Period (Y+Rc), s	7.0	7.0	* 7.1	* 7.1	7.0	7.0	* 7.1	* 7.1
Max Green Setting (Gmax), s	40.0	66.0	* 12	* 34	31.0	75.0	* 12	* 34
Max Q Clear Time (g_c+I1), s	25.4	27.3	7.3	36.3	29.8	42.7	13.0	35.9
Green Ext Time (p_c), s	2.2	9.6	0.1	0.0	0.4	15.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	67.4
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

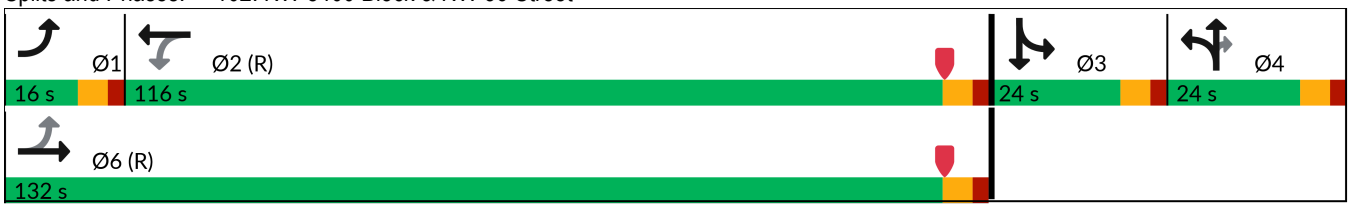
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
102: NW 8400 Block & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	1874	28	1699	0	11	15	0
Future Volume (vph)	63	1874	28	1699	0	11	15	0
Turn Type	pm+pt	NA	Perm	NA	NA	Perm	Split	NA
Protected Phases	1	6		2	4		3	3
Permitted Phases	6		2			4		
Detector Phase	1	6	2	2	4	4	3	3
Switch Phase								
Minimum Initial (s)	5.0	16.0	16.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	33.4	33.4	33.4	13.4	13.4	24.0	24.0
Total Split (s)	16.0	132.0	116.0	116.0	24.0	24.0	24.0	24.0
Total Split (%)	8.9%	73.3%	64.4%	64.4%	13.3%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.2	6.2	6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	155.9	158.3	144.1	144.1	7.7	7.7	8.9	8.9
Actuated g/C Ratio	0.87	0.88	0.80	0.80	0.04	0.04	0.05	0.05
v/c Ratio	0.32	0.44	0.20	0.44	0.25	0.07	0.15	0.07
Control Delay (s/veh)	12.3	5.4	9.4	5.8	91.4	0.9	85.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.3	5.4	9.4	5.8	91.4	0.9	85.2	0.8
LOS	B	A	A	A	F	A	F	A
Approach Delay (s/veh)		5.6		5.9	58.2			43.0
Approach LOS		A		A	E			D

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 72 (40%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 6.4	Intersection LOS: A
Intersection Capacity Utilization 70.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: NW 8400 Block & NW 36 Street



Queues
102: NW 8400 Block & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	66	1975	29	1804	19	11	12	12
v/c Ratio	0.32	0.44	0.20	0.44	0.25	0.07	0.15	0.07
Control Delay (s/veh)	12.3	5.4	9.4	5.8	91.4	0.9	85.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.3	5.4	9.4	5.8	91.4	0.9	85.2	0.8
Queue Length 50th (ft)	12	206	8	199	22	0	14	0
Queue Length 95th (ft)	m44	267	m14	212	54	0	40	0
Internal Link Dist (ft)		1573		520	707			540
Turn Bay Length (ft)	125		100					
Base Capacity (vph)	246	4462	143	4058	175	237	166	236
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.44	0.20	0.44	0.11	0.05	0.07	0.05

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
102: NW 8400 Block & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	1874	22	28	1699	33	18	0	11	15	0	8
Future Volume (vph)	63	1874	22	28	1699	33	18	0	11	15	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00			1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	0.95	0.98	
Satd. Flow (prot)	1770	5075		1769	5071			1770	1547	1681	1544	
Flt Permitted	0.10	1.00		0.10	1.00			0.95	1.00	0.95	0.98	
Satd. Flow (perm)	182	5075		179	5071			1770	1547	1681	1544	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	66	1952	23	29	1770	34	19	0	11	16	0	8
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	11	0	12	0
Lane Group Flow (vph)	66	1975	0	29	1803	0	0	19	0	12	0	0
Confl. Peds. (#/hr)			2	2			1		1	1		1
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		3	3	
Permitted Phases	6			2					4			
Actuated Green, G (s)	150.9	150.9		139.1	139.1			4.9	4.9	5.8	5.8	
Effective Green, g (s)	150.9	150.9		139.1	139.1			4.9	4.9	5.8	5.8	
Actuated g/C Ratio	0.84	0.84		0.77	0.77			0.03	0.03	0.03	0.03	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	
Vehicle Extension (s)	2.0	1.0		1.0	1.0			2.5	2.5	5.0	5.0	
Lane Grp Cap (vph)	203	4254		138	3918			48	42	54	49	
v/s Ratio Prot	0.01	c0.39			0.36			c0.01		c0.01	0.00	
v/s Ratio Perm	0.26			0.16					0.00			
v/c Ratio	0.33	0.46		0.21	0.46			0.40	0.01	0.22	0.01	
Uniform Delay, d1	4.7	3.9		5.5	7.2			86.1	85.2	84.9	84.3	
Progression Factor	2.88	1.29		0.82	0.76			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.3		2.8	0.3			3.9	0.0	4.3	0.1	
Delay (s)	13.7	5.2		7.3	5.8			90.0	85.2	89.2	84.4	
Level of Service	B	A		A	A			F	F	F	F	
Approach Delay (s/veh)		5.5			5.8			88.2			86.8	
Approach LOS		A			A			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.4
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Edition methodology expects strict NEMA phasing.

Intersection	
Int Delay, s/veh	60.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1824	200	287	1642	5	46	0	64	0	0	0
Future Vol, veh/h	3	1824	200	287	1642	5	46	0	64	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	250	100	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1900	208	299	1710	5	48	0	67	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1715	0	0	2108	0	0	3188	-	950	3077	4425	858
Stage 1	-	-	-	-	-	-	1906	-	-	2311	2311	-
Stage 2	-	-	-	-	-	-	1282	-	-	766	2114	-
Critical Hdwy	5.34	-	-	5.34	-	-	5	-	4	5	4	4
Critical Hdwy Stg 1	-	-	-	-	-	-	5	-	-	5	4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	-	-	5	4	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3	-	3	3	3	3
Pot Cap-1 Maneuver	174	-	-	~ 110	-	-	~ 41	0	604	46	33	647
Stage 1	-	-	-	-	-	-	170	0	-	109	208	-
Stage 2	-	-	-	-	-	-	329	0	-	560	244	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	174	-	-	~ 110	-	-	-	-	604	-	0	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ -4	-	-	62	0	-
Stage 1	-	-	-	-	-	-	167	-	-	107	0	-
Stage 2	-	-	-	-	-	-	-	-	-	490	240	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	127.5		0
HCM LOS			-	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	604	174	-	-	~ 110	-	-	-
HCM Lane V/C Ratio	-	0.11	0.018	-	-	2.718	-	-	-
HCM Control Delay (s/veh)	-	11.7	26.1	-	-	$ 859.4	-	-	0
HCM Lane LOS	-	B	D	-	-	F	-	-	A
HCM 95th %tile Q (veh)	-	0.4	0.1	-	-	27.7	-	-	-

Notes

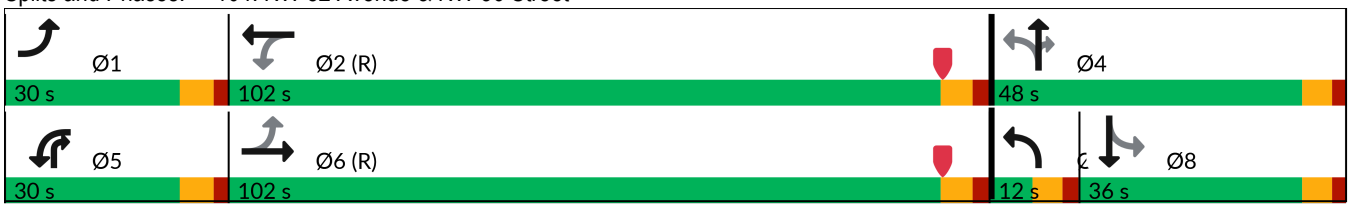
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
104: NW 82 Avenue & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	75	1579	308	1765	67	206	318	106	198
Future Volume (vph)	75	1579	308	1765	67	206	318	106	198
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	1	6	5	2	7	4	5		8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	8	8
Switch Phase									
Minimum Initial (s)	5.0	16.0	5.0	16.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	13.0	33.4	11.4	33.4	11.0	24.0	11.4	36.0	36.0
Total Split (s)	30.0	102.0	30.0	102.0	12.0	48.0	30.0	36.0	36.0
Total Split (%)	16.7%	56.7%	16.7%	56.7%	6.7%	26.7%	16.7%	20.0%	20.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.4	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.0	6.4	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	104.2	95.6	127.3	112.3	40.3	40.3	71.6	28.3	28.3
Actuated g/C Ratio	0.58	0.53	0.71	0.62	0.22	0.22	0.40	0.16	0.16
v/c Ratio	0.52	0.69	1.04	0.66	0.58	0.52	0.52	0.63	0.86
Control Delay (s/veh)	41.8	48.0	112.6	23.2	76.3	65.8	41.7	86.7	99.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.8	48.0	112.6	23.2	76.3	65.8	41.7	86.7	99.2
LOS	D	D	F	C	E	E	D	F	F
Approach Delay (s/veh)		47.7		35.4		54.1			95.3
Approach LOS		D		D		D			F

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 77 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 46.2	Intersection LOS: D
Intersection Capacity Utilization 95.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 104: NW 82 Avenue & NW 36 Street



Queues
104: NW 82 Avenue & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	78	1840	321	2038	70	215	331	110	248
v/c Ratio	0.52	0.69	1.04	0.66	0.58	0.52	0.52	0.63	0.86
Control Delay (s/veh)	41.8	48.0	112.6	23.2	76.3	65.8	41.7	86.7	99.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.8	48.0	112.6	23.2	76.3	65.8	41.7	86.7	99.2
Queue Length 50th (ft)	46	616	~353	548	67	223	278	122	282
Queue Length 95th (ft)	77	681	#569	641	117	316	384	198	#425
Internal Link Dist (ft)		820		339		257			237
Turn Bay Length (ft)	165		190		180		250	100	
Base Capacity (vph)	298	2659	308	3110	121	434	642	187	304
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.69	1.04	0.66	0.58	0.50	0.52	0.59	0.82

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
104: NW 82 Avenue & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	1579	187	308	1765	191	67	206	318	106	198	40
Future Volume (veh/h)	75	1579	187	308	1765	191	67	206	318	106	198	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.98	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	1645	195	321	1839	199	70	215	331	110	206	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	2521	298	338	2946	317	137	436	547	154	249	51
Arrive On Green	0.04	0.73	0.73	0.16	0.84	0.84	0.03	0.23	0.23	0.17	0.17	0.17
Sat Flow, veh/h	1781	4622	546	1781	4664	501	1781	1870	1552	850	1495	305
Grp Volume(v), veh/h	78	1210	630	321	1339	699	70	215	331	110	0	248
Grp Sat Flow(s),veh/h/ln	1781	1702	1764	1781	1702	1761	1781	1870	1552	850	0	1799
Q Serve(g_s), s	3.5	33.3	33.6	18.7	23.7	24.2	5.8	17.9	31.7	23.2	0.0	24.0
Cycle Q Clear(g_c), s	3.5	33.3	33.6	18.7	23.7	24.2	5.8	17.9	31.7	29.1	0.0	24.0
Prop In Lane	1.00		0.31	1.00		0.28	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	197	1857	962	338	2151	1112	137	436	547	154	0	300
V/C Ratio(X)	0.40	0.65	0.65	0.95	0.62	0.63	0.51	0.49	0.60	0.72	0.00	0.83
Avail Cap(c_a), veh/h	377	1857	962	364	2151	1112	137	436	547	154	0	300
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.1	15.8	15.8	38.3	7.2	7.2	60.3	59.8	48.3	77.6	0.0	72.5
Incr Delay (d2), s/veh	0.5	1.8	3.5	33.0	1.4	2.7	3.2	0.6	1.7	17.9	0.0	18.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	11.8	12.8	17.3	6.2	7.0	2.8	8.7	12.7	5.9	0.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.6	17.6	19.3	71.3	8.6	9.9	63.5	60.4	50.0	95.5	0.0	91.3
LnGrp LOS	B	B	B	E	A	A	E	E	D	F		F
Approach Vol, veh/h		1918			2359			616			358	
Approach Delay, s/veh		18.2			17.5			55.2			92.6	
Approach LOS		B			B			E			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	120.1		48.0	27.4	104.6	12.0	36.0
Change Period (Y+Rc), s	6.4	6.4		6.0	6.4	6.4	6.0	6.0
Max Green Setting (Gmax), s	23.6	95.6		42.0	23.6	95.6	6.0	30.0
Max Q Clear Time (g_c+I1), s	5.5	26.2		33.7	20.7	35.6	7.8	31.1
Green Ext Time (p_c), s	0.1	7.8		1.3	0.3	6.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	27.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

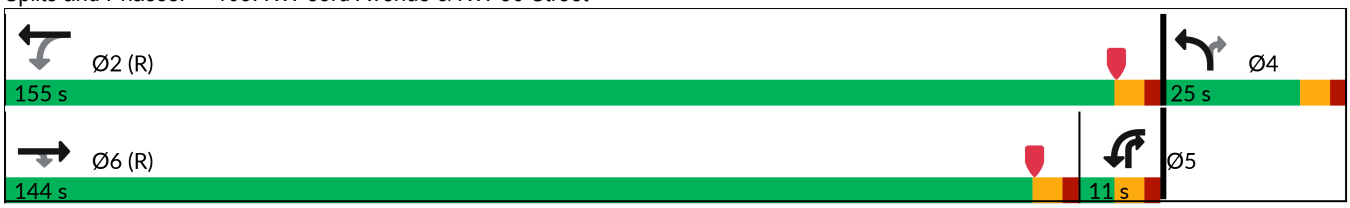
105: NW 83rd Avenue & NW 36 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1702	72	70	1713	34	41
Future Volume (vph)	1702	72	70	1713	34	41
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	5
Switch Phase						
Minimum Initial (s)	16.0	16.0	5.0	16.0	7.0	5.0
Minimum Split (s)	32.0	32.0	11.0	32.0	25.0	11.0
Total Split (s)	144.0	144.0	11.0	155.0	25.0	11.0
Total Split (%)	80.0%	80.0%	6.1%	86.1%	13.9%	6.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.2	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.2	6.0
Lead/Lag	Lead	Lead	Lag			Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	150.6	150.6	161.6	162.8	8.9	12.6
Actuated g/C Ratio	0.84	0.84	0.90	0.90	0.05	0.07
v/c Ratio	0.41	0.06	0.30	0.38	0.40	0.28
Control Delay (s/veh)	4.3	1.7	5.2	1.7	95.9	22.1
Queue Delay	0.3	0.0	0.0	0.3	0.0	0.3
Total Delay (s/veh)	4.6	1.7	5.2	2.0	95.9	22.4
LOS	A	A	A	A	F	C
Approach Delay (s/veh)	4.5			2.2	55.8	
Approach LOS	A			A	E	

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 38 (21%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.41
Intersection Signal Delay (s/veh): 4.4 — Intersection LOS: A
Intersection Capacity Utilization 59.0% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 105: NW 83rd Avenue & NW 36 Street



105: NW 83rd Avenue & NW 36 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1737	73	71	1748	35	42
v/c Ratio	0.41	0.06	0.30	0.38	0.40	0.28
Control Delay (s/veh)	4.3	1.7	5.2	1.7	95.9	22.1
Queue Delay	0.3	0.0	0.0	0.3	0.0	0.3
Total Delay (s/veh)	4.6	1.7	5.2	2.0	95.9	22.4
Queue Length 50th (ft)	172	6	7	91	41	0
Queue Length 95th (ft)	213	17	m14	122	83	42
Internal Link Dist (ft)	350			390	259	
Turn Bay Length (ft)		80	180			
Base Capacity (vph)	4253	1298	238	4598	184	149
Starvation Cap Reductn	0	0	0	1887	0	0
Spillback Cap Reductn	1605	0	0	0	0	12
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.06	0.30	0.64	0.19	0.31

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1702	72	70	1713	34	41
Future Volume (veh/h)	1702	72	70	1713	34	41
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1737	73	71	1748	35	42
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3915	1186	372	4566	68	210
Arrive On Green	0.77	0.77	0.19	1.00	0.04	0.04
Sat Flow, veh/h	5274	1547	1781	5274	1781	1585
Grp Volume(v), veh/h	1737	73	71	1748	35	42
Grp Sat Flow(s),veh/h/ln	1702	1547	1781	1702	1781	1585
Q Serve(g_s), s	21.7	2.1	0.0	0.0	3.5	0.0
Cycle Q Clear(g_c), s	21.7	2.1	0.0	0.0	3.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3915	1186	372	4566	68	210
V/C Ratio(X)	0.44	0.06	0.19	0.38	0.52	0.20
Avail Cap(c_a), veh/h	3915	1186	372	4566	186	315
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.71	0.71	1.00	1.00
Uniform Delay (d), s/veh	7.4	5.1	7.8	0.0	84.9	69.6
Incr Delay (d2), s/veh	0.4	0.1	0.1	0.2	4.5	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.7	0.9	0.1	1.7	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.8	5.2	7.9	0.2	89.4	70.0
LnGrp LOS	A	A	A	A	F	E
Approach Vol, veh/h	1810			1819	77	
Approach Delay, s/veh	7.7			0.5	78.8	
Approach LOS	A			A	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		166.9		13.1	22.9	144.0
Change Period (Y+Rc), s		6.0		6.2	6.0	6.0
Max Green Setting (Gmax), s		149.0		18.8	5.0	138.0
Max Q Clear Time (g_c+I1), s		2.0		5.5	2.0	23.7
Green Ext Time (p_c), s		6.9		0.1	0.0	6.9

Intersection Summary	
HCM 7th Control Delay, s/veh	5.6
HCM 7th LOS	A

Notes

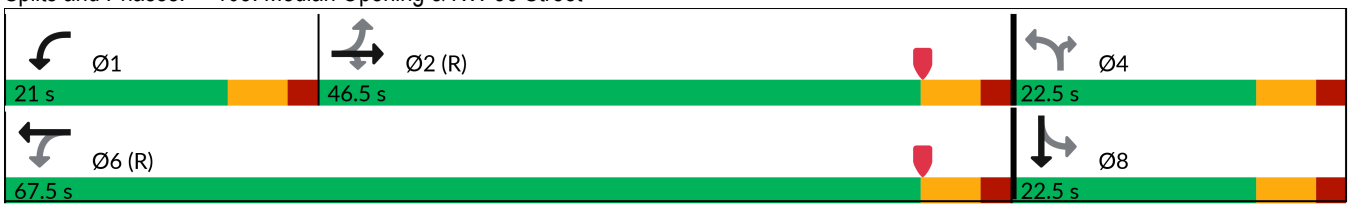
User approved pedestrian interval to be less than phase max green.

Timings
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations								
Traffic Volume (vph)	3	1824	200	287	1642	46	64	
Future Volume (vph)	3	1824	200	287	1642	46	64	
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	
Protected Phases		2		1	6			8
Permitted Phases	2		2	6		4	4	
Detector Phase	2	2	2	1	6	4	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	11.0	22.5	22.5	22.5	22.5
Total Split (s)	46.5	46.5	46.5	21.0	67.5	22.5	22.5	22.5
Total Split (%)	51.7%	51.7%	51.7%	23.3%	75.0%	25.0%	25.0%	25%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	50.6	50.6	50.6	71.8	73.0	8.5	8.5	
Actuated g/C Ratio	0.56	0.56	0.56	0.80	0.81	0.09	0.09	
v/c Ratio	0.02	0.66	0.21	0.78	0.42	0.36	0.27	
Control Delay (s/veh)	4.7	11.3	1.5	35.3	8.1	44.8	5.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	4.7	11.3	1.5	35.3	8.1	44.8	5.1	
LOS	A	B	A	D	A	D	A	
Approach Delay (s/veh)		10.3			12.2			
Approach LOS		B			B			

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 11.5	Intersection LOS: B
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Median Opening & NW 36 Street



Queues
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	3	1900	208	299	1715	48	67
v/c Ratio	0.02	0.66	0.21	0.78	0.42	0.36	0.27
Control Delay (s/veh)	4.7	11.3	1.5	35.3	8.1	44.8	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.7	11.3	1.5	35.3	8.1	44.8	5.1
Queue Length 50th (ft)	0	214	17	193	370	26	0
Queue Length 95th (ft)	m1	546	36	m236	523	59	14
Internal Link Dist (ft)		520			820		
Turn Bay Length (ft)	100		250	100			
Base Capacity (vph)	135	2860	981	413	4122	258	379
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.66	0.21	0.72	0.42	0.19	0.18

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
103: Median Opening & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1824	200	287	1642	5	46	0	64	0	0	0
Future Volume (vph)	3	1824	200	287	1642	5	46	0	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0			
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00		1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00		0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00			
Satd. Flow (prot)	1770	5085	1583	1770	5083		1770		1583			
Flt Permitted	0.13	1.00	1.00	0.07	1.00		0.76		1.00			
Satd. Flow (perm)	240	5085	1583	134	5083		1410		1583			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	1900	208	299	1710	5	48	0	67	0	0	0
RTOR Reduction (vph)	0	0	94	0	0	0	0	0	61	0	0	0
Lane Group Flow (vph)	3	1900	114	299	1715	0	48	0	6	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm		Perm			
Protected Phases		2		1	6						8	
Permitted Phases	2		2	6			4		4	8		
Actuated Green, G (s)	49.5	49.5	49.5	70.6	70.6		7.4		7.4			
Effective Green, g (s)	49.5	49.5	49.5	70.6	70.6		7.4		7.4			
Actuated g/C Ratio	0.55	0.55	0.55	0.78	0.78		0.08		0.08			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0			
Lane Grp Cap (vph)	132	2796	870	379	3987		115		130			
v/s Ratio Prot		0.37		c0.13	0.34							
v/s Ratio Perm	0.01		0.07	c0.48			c0.03		0.00			
v/c Ratio	0.02	0.68	0.13	0.79	0.43		0.42		0.04			
Uniform Delay, d1	9.2	14.6	9.8	24.5	3.2		39.3		38.0			
Progression Factor	0.34	0.65	0.66	1.15	2.40		1.00		1.00			
Incremental Delay, d2	0.3	1.3	0.3	8.2	0.3		2.4		0.1			
Delay (s)	3.4	10.7	6.8	36.3	7.8		41.7		38.2			
Level of Service	A	B	A	D	A		D		D			
Approach Delay (s/veh)		10.3			12.0			39.6			0.0	
Approach LOS		B			B			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Edition methodology does not support Non-NEMA phasing.

Timings
101: NW 87 Avenue & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	310	954	310	357	1026	399	942	311	129	874
Future Volume (vph)	310	954	310	357	1026	399	942	311	129	874
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2	7	4		3	8
Permitted Phases			6					4		
Detector Phase	1	6	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.0	39.4	39.4	13.8	39.4	14.0	41.1	41.1	13.8	39.1
Total Split (s)	27.0	64.0	64.0	43.0	80.0	33.0	57.0	57.0	26.0	50.0
Total Split (%)	14.2%	33.7%	33.7%	22.6%	42.1%	17.4%	30.0%	30.0%	13.7%	26.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	19.9	66.5	66.5	26.5	73.1	25.4	55.1	55.1	13.7	43.4
Actuated g/C Ratio	0.10	0.35	0.35	0.14	0.38	0.13	0.29	0.29	0.07	0.23
v/c Ratio	0.89	0.55	0.47	0.77	0.64	0.90	0.95	0.56	0.54	1.08
Control Delay	109.5	51.7	17.5	107.0	64.3	103.1	82.8	28.9	92.9	113.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.5	51.7	17.5	107.0	64.3	103.1	82.8	28.9	92.9	113.3
LOS	F	D	B	F	E	F	F	C	F	F
Approach Delay		56.4			74.1		77.5			111.3
Approach LOS		E			E		E			F

Intersection Summary	
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 171 (90%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 78.5	Intersection LOS: E
Intersection Capacity Utilization 91.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: NW 87 Avenue & NW 36 Street

Queues
101: NW 87 Avenue & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	320	984	320	368	1230	411	971	321	133	1229
v/c Ratio	0.89	0.55	0.47	0.77	0.64	0.90	0.95	0.56	0.54	1.08
Control Delay	109.5	51.7	17.5	107.0	64.3	103.1	82.8	28.9	92.9	113.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.5	51.7	17.5	107.0	64.3	103.1	82.8	28.9	92.9	113.3
Queue Length 50th (ft)	207	364	94	247	538	264	630	152	84	~611
Queue Length 95th (ft)	#296	434	202	308	594	#354	#807	271	122	#710
Internal Link Dist (ft)		816			1573		920			477
Turn Bay Length (ft)	150		200	300		300		250	200	
Base Capacity (vph)	361	1779	687	650	1924	467	1026	573	341	1143
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.55	0.47	0.57	0.64	0.88	0.95	0.56	0.39	1.08

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
101: NW 87 Avenue & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	954	310	357	1026	167	399	942	311	129	874	318
Future Volume (veh/h)	310	954	310	357	1026	167	399	942	311	129	874	318
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	320	984	320	368	1058	172	411	971	321	133	901	328
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	354	1903	583	425	1738	282	449	1085	474	174	832	302
Arrive On Green	0.14	0.50	0.50	0.16	0.52	0.52	0.13	0.31	0.31	0.05	0.23	0.23
Sat Flow, veh/h	3456	5106	1564	3456	4417	717	3456	3554	1552	3456	3684	1337
Grp Volume(v), veh/h	320	984	320	368	815	415	411	971	321	133	832	397
Grp Sat Flow(s),veh/h/ln	1728	1702	1564	1728	1702	1731	1728	1777	1552	1728	1702	1617
Q Serve(g_s), s	17.3	24.8	26.9	19.7	31.8	31.9	22.3	49.6	34.4	7.2	42.9	42.9
Cycle Q Clear(g_c), s	17.3	24.8	26.9	19.7	31.8	31.9	22.3	49.6	34.4	7.2	42.9	42.9
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		0.83
Lane Grp Cap(c), veh/h	354	1903	583	425	1339	681	449	1085	474	174	769	365
V/C Ratio(X)	0.90	0.52	0.55	0.87	0.61	0.61	0.92	0.90	0.68	0.76	1.08	1.09
Avail Cap(c_a), veh/h	364	1903	583	655	1339	681	471	1085	474	344	769	365
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.1	36.3	36.8	77.9	35.0	35.1	81.6	63.1	57.8	89.1	73.6	73.6
Incr Delay (d2), s/veh	25.3	1.0	3.7	8.6	1.9	3.7	22.5	9.8	3.8	9.4	57.2	72.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	9.9	10.3	9.0	12.7	13.3	11.3	23.7	14.0	3.5	24.7	25.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.4	37.3	40.5	86.5	36.9	38.8	104.1	72.9	61.6	98.5	130.8	145.8
LnGrp LOS	F	D	D	F	D	D	F	E	E	F	F	F
Approach Vol, veh/h		1624			1598			1703			1362	
Approach Delay, s/veh		51.6			48.8			78.3			132.0	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.5	81.8	16.7	65.1	30.4	77.8	31.8	50.0
Change Period (Y+Rc), s	7.0	7.0	* 7.1	* 7.1	7.0	7.0	* 7.1	* 7.1
Max Green Setting (Gmax), s	20.0	73.0	* 19	* 50	36.0	57.0	* 26	* 43
Max Q Clear Time (g_c+I1), s	19.3	33.9	9.2	51.6	21.7	28.9	24.3	44.9
Green Ext Time (p_c), s	0.1	10.1	0.4	0.0	1.7	8.8	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	75.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

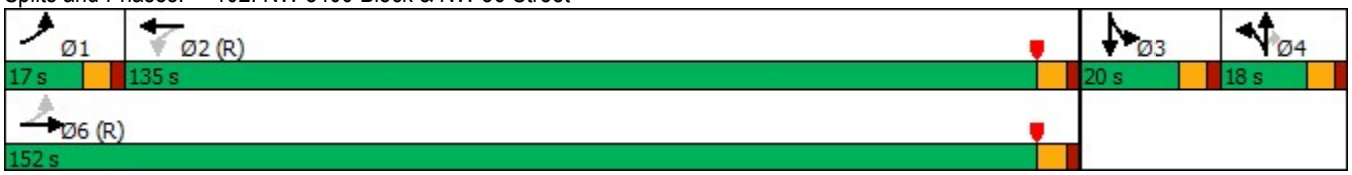
HCM 6th Edition methodology expects strict NEMA phasing.

Timings
102: NW 8400 Block & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	33	1776	12	1411	0	58	53	2
Future Volume (vph)	33	1776	12	1411	0	58	53	2
Turn Type	pm+pt	NA	Perm	NA	NA	Perm	Split	NA
Protected Phases	1	6		2	4		3	3
Permitted Phases	6		2			4		
Detector Phase	1	6	2	2	4	4	3	3
Switch Phase								
Minimum Initial (s)	5.0	16.0	16.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.4	33.4	33.4	33.4	13.4	13.4	20.0	20.0
Total Split (s)	17.0	152.0	135.0	135.0	18.0	18.0	20.0	20.0
Total Split (%)	8.9%	80.0%	71.1%	71.1%	9.5%	9.5%	10.5%	10.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	152.1	152.1	142.9	142.9	7.7	7.7	12.3	12.3
Actuated g/C Ratio	0.80	0.80	0.75	0.75	0.04	0.04	0.06	0.06
v/c Ratio	0.15	0.48	0.10	0.40	0.25	0.43	0.48	0.49
Control Delay	4.5	5.1	8.7	7.6	96.8	14.8	100.2	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.5	5.1	8.7	7.6	96.8	14.8	100.2	29.8
LOS	A	A	A	A	F	B	F	C
Approach Delay		5.1		7.7	33.0			57.4
Approach LOS		A		A	C			E

Intersection Summary	
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 31 (16%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 61.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: NW 8400 Block & NW 36 Street



Queues
102: NW 8400 Block & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	36	1947	13	1543	18	63	52	81
v/c Ratio	0.15	0.48	0.10	0.40	0.25	0.43	0.48	0.49
Control Delay	4.5	5.1	8.7	7.6	96.8	14.8	100.2	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.5	5.1	8.7	7.6	96.8	14.8	100.2	29.8
Queue Length 50th (ft)	7	154	4	186	22	0	67	10
Queue Length 95th (ft)	m13	207	m9	m229	53	27	124	75
Internal Link Dist (ft)		1573		520	707			540
Turn Bay Length (ft)	125		100					
Base Capacity (vph)	285	4065	131	3820	111	180	123	178
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.48	0.10	0.40	0.16	0.35	0.42	0.46

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
102: NW 8400 Block & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1776	16	12	1411	8	17	0	58	53	2	67
Future Volume (vph)	33	1776	16	12	1411	8	17	0	58	53	2	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00			1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5078		1769	5080			1770	1583	1681	1502	
Flt Permitted	0.13	1.00		0.09	1.00			0.95	1.00	0.95	1.00	
Satd. Flow (perm)	245	5078		176	5080			1770	1583	1681	1502	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	1930	17	13	1534	9	18	0	63	58	2	73
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	60	0	68	0
Lane Group Flow (vph)	36	1947	0	13	1543	0	0	18	3	52	13	0
Confl. Peds. (#/hr)			7	7			1					1
Confl. Bikes (#/hr)			1			1						
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		3	3	
Permitted Phases	6			2					4			
Actuated Green, G (s)	152.0	152.0		141.6	141.6			7.7	7.7	12.3	12.3	
Effective Green, g (s)	152.0	152.0		141.6	141.6			7.7	7.7	12.3	12.3	
Actuated g/C Ratio	0.80	0.80		0.75	0.75			0.04	0.04	0.06	0.06	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	1.0		1.0	1.0			2.5	2.5	5.0	5.0	
Lane Grp Cap (vph)	231	4062		131	3785			71	64	108	97	
v/s Ratio Prot	0.00	c0.38			0.30			c0.01		c0.03	0.01	
v/s Ratio Perm	0.12			0.07					0.00			
v/c Ratio	0.16	0.48		0.10	0.41			0.25	0.04	0.48	0.13	
Uniform Delay, d1	5.4	6.2		6.7	8.9			88.4	87.6	85.8	83.8	
Progression Factor	0.78	0.75		0.89	0.83			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.4		1.4	0.3			1.4	0.2	6.9	1.3	
Delay (s)	4.3	5.0		7.3	7.6			89.7	87.8	92.7	85.1	
Level of Service	A	A		A	A			F	F	F	F	
Approach Delay (s)		5.0			7.6			88.2			88.1	
Approach LOS		A			A			F			F	

Intersection Summary			
HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1755	43	30	1397	2	44	0	89	3	0	3
Future Vol, veh/h	6	1755	43	30	1397	2	44	0	89	3	0	3
Conflicting Peds, #/hr	0	0	8	8	0	0	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	250	100	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2065	51	35	1644	2	52	0	105	4	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1646	0	0	2124	0	0	2817	-	1042	2556	3853	825
Stage 1	-	-	-	-	-	-	2087	-	-	1715	1715	-
Stage 2	-	-	-	-	-	-	730	-	-	841	2138	-
Critical Hdwy	5.34	-	-	5.34	-	-	5	-	4	5	4	4
Critical Hdwy Stg 1	-	-	-	-	-	-	5	-	-	5	4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	-	-	5	4	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3	-	3	3	3	3
Pot Cap-1 Maneuver	189	-	-	108	-	-	62	0	564	83	56	664
Stage 1	-	-	-	-	-	-	139	0	-	208	335	-
Stage 2	-	-	-	-	-	-	581	0	-	519	239	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	189	-	-	107	-	-	~ 44	-	559	49	36	663
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	-	-	139	111	-
Stage 1	-	-	-	-	-	-	133	-	-	200	225	-
Stage 2	-	-	-	-	-	-	388	-	-	406	228	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.1	31.8	21.1
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	104	559	189	-	-	107	-	-	230
HCM Lane V/C Ratio	0.498	0.187	0.037	-	-	0.33	-	-	0.031
HCM Control Delay (s)	69.9	12.9	24.8	-	-	54.4	-	-	21.1
HCM Lane LOS	F	B	C	-	-	F	-	-	C
HCM 95th %tile Q(veh)	2.2	0.7	0.1	-	-	1.3	-	-	0.1

Notes

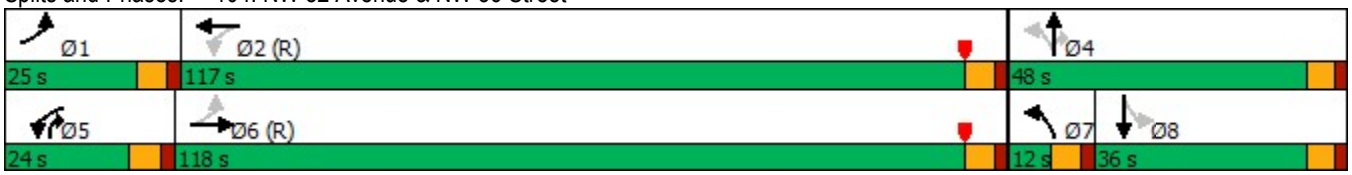
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
104: NW 82 Avenue & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	81	1786	155	1227	105	208	565	93	171
Future Volume (vph)	81	1786	155	1227	105	208	565	93	171
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	1	6	5	2	7	4	5		8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	8	8
Switch Phase									
Minimum Initial (s)	5.0	16.0	5.0	16.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.4	33.4	11.4	33.4	11.0	18.0	11.4	36.0	36.0
Total Split (s)	25.0	118.0	24.0	117.0	12.0	48.0	24.0	36.0	36.0
Total Split (%)	13.2%	62.1%	12.6%	61.6%	6.3%	25.3%	12.6%	18.9%	18.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.4	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.0	6.4	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	118.9	111.6	136.5	122.8	41.1	41.1	59.2	29.1	29.1
Actuated g/C Ratio	0.63	0.59	0.72	0.65	0.22	0.22	0.31	0.15	0.15
v/c Ratio	0.38	0.68	0.73	0.46	1.04	0.56	1.21	0.64	0.90
Control Delay	11.2	17.2	60.3	17.4	159.4	72.1	160.7	94.7	108.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	17.2	60.3	17.4	159.4	72.1	160.7	94.7	108.9
LOS	B	B	E	B	F	E	F	F	F
Approach Delay		17.0		21.8		139.6			104.9
Approach LOS		B		C		F			F

Intersection Summary	
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 49 (26%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 47.6	Intersection LOS: D
Intersection Capacity Utilization 93.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 104: NW 82 Avenue & NW 36 Street



Queues
104: NW 82 Avenue & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	87	2012	167	1477	113	224	608	100	251
v/c Ratio	0.38	0.68	0.73	0.46	1.04	0.56	1.21	0.64	0.90
Control Delay	11.2	17.2	60.3	17.4	159.4	72.1	160.7	94.7	108.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	17.2	60.3	17.4	159.4	72.1	160.7	94.7	108.9
Queue Length 50th (ft)	15	368	129	327	~122	251	~714	119	302
Queue Length 95th (ft)	22	401	#242	371	#269	350	#972	195	#468
Internal Link Dist (ft)		820		339		257			237
Turn Bay Length (ft)	165		190		180		250	100	
Base Capacity (vph)	336	2964	229	3211	109	411	502	161	287
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.68	0.73	0.46	1.04	0.55	1.21	0.62	0.87

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
104: NW 82 Avenue & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	1786	86	155	1227	147	105	208	565	93	171	62
Future Volume (veh/h)	81	1786	86	155	1227	147	105	208	565	93	171	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	1920	92	167	1319	158	113	224	608	100	184	67
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	3161	151	228	2999	359	116	413	421	114	205	75
Arrive On Green	0.04	0.84	0.84	0.06	0.87	0.87	0.03	0.22	0.22	0.16	0.16	0.16
Sat Flow, veh/h	1781	4983	238	1781	4601	551	1781	1870	1576	658	1300	473
Grp Volume(v), veh/h	87	1310	702	167	976	501	113	224	608	100	0	251
Grp Sat Flow(s),veh/h/ln	1781	1702	1817	1781	1702	1748	1781	1870	1576	658	0	1773
Q Serve(g_s), s	3.3	23.4	23.6	6.4	11.7	11.7	6.0	20.1	42.0	21.9	0.0	26.4
Cycle Q Clear(g_c), s	3.3	23.4	23.6	6.4	11.7	11.7	6.0	20.1	42.0	30.0	0.0	26.4
Prop In Lane	1.00		0.13	1.00		0.32	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	299	2159	1153	228	2219	1139	116	413	421	114	0	280
V/C Ratio(X)	0.29	0.61	0.61	0.73	0.44	0.44	0.98	0.54	1.44	0.88	0.00	0.90
Avail Cap(c_a), veh/h	423	2159	1153	311	2219	1139	116	413	421	114	0	280
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.5	7.3	7.3	16.9	5.2	5.2	77.2	65.5	69.7	86.7	0.0	78.5
Incr Delay (d2), s/veh	0.2	1.3	2.4	5.7	0.6	1.2	76.3	1.2	213.0	51.7	0.0	30.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.3	7.1	3.0	3.4	3.7	5.1	9.9	45.5	6.6	0.0	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	8.5	9.7	22.6	5.8	6.4	153.6	66.7	282.6	138.4	0.0	108.5
LnGrp LOS	B	A	A	C	A	A	F	E	F	F	A	F
Approach Vol, veh/h		2099			1644			945			351	
Approach Delay, s/veh		9.1			7.7			216.0			117.0	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	130.3		48.0	15.1	126.9	12.0	36.0
Change Period (Y+Rc), s	6.4	6.4		6.0	6.4	6.4	6.0	6.0
Max Green Setting (Gmax), s	18.6	110.6		42.0	17.6	111.6	6.0	30.0
Max Q Clear Time (g_c+I1), s	5.3	13.7		44.0	8.4	25.6	8.0	32.0
Green Ext Time (p_c), s	0.1	4.6		0.0	0.3	7.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

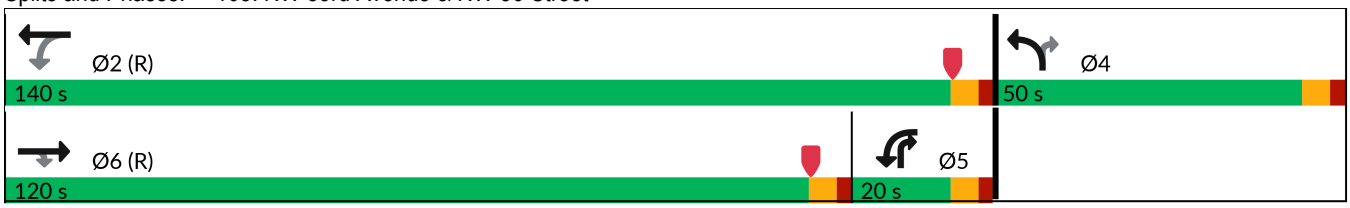
105: NW 83rd Avenue & NW 36 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1575	97	137	1539	89	124
Future Volume (vph)	1575	97	137	1539	89	124
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	5
Switch Phase						
Minimum Initial (s)	16.0	16.0	5.0	16.0	7.0	5.0
Minimum Split (s)	32.0	32.0	11.0	32.0	31.2	11.0
Total Split (s)	120.0	120.0	20.0	140.0	50.0	20.0
Total Split (%)	63.2%	63.2%	10.5%	73.7%	26.3%	10.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.2	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.2	6.0
Lead/Lag	Lead	Lead	Lag			Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	142.6	142.6	162.6	162.6	15.2	29.4
Actuated g/C Ratio	0.75	0.75	0.86	0.86	0.08	0.15
v/c Ratio	0.44	0.09	0.49	0.38	0.68	0.51
Control Delay (s/veh)	9.6	4.9	19.5	2.4	107.4	64.1
Queue Delay	0.2	0.0	0.0	0.1	0.0	0.1
Total Delay (s/veh)	9.8	4.9	19.5	2.5	107.4	64.2
LOS	A	A	B	A	F	E
Approach Delay (s/veh)	9.5			3.9	82.3	
Approach LOS	A			A	F	

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 26 (14%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay (s/veh): 11.2 Intersection LOS: B
Intersection Capacity Utilization 61.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 105: NW 83rd Avenue & NW 36 Street



105: NW 83rd Avenue & NW 36 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1694	104	147	1655	96	133
v/c Ratio	0.44	0.09	0.49	0.38	0.68	0.51
Control Delay (s/veh)	9.6	4.9	19.5	2.4	107.4	64.1
Queue Delay	0.2	0.0	0.0	0.1	0.0	0.1
Total Delay (s/veh)	9.8	4.9	19.5	2.5	107.4	64.2
Queue Length 50th (ft)	267	21	30	90	119	125
Queue Length 95th (ft)	333	45	m62	m110	184	194
Internal Link Dist (ft)	350			390	259	
Turn Bay Length (ft)		80	180			
Base Capacity (vph)	3815	1151	297	4350	408	260
Starvation Cap Reductn	0	0	0	1097	0	0
Spillback Cap Reductn	1126	0	0	0	0	4
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.09	0.49	0.51	0.24	0.52

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1575	97	137	1539	89	124
Future Volume (veh/h)	1575	97	137	1539	89	124
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.96	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1694	104	147	1655	96	133
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3064	915	564	4439	118	482
Arrive On Green	0.60	0.60	0.48	1.00	0.07	0.07
Sat Flow, veh/h	5274	1525	1781	5274	1781	1585
Grp Volume(v), veh/h	1694	104	147	1655	96	133
Grp Sat Flow(s),veh/h/ln	1702	1525	1781	1702	1781	1585
Q Serve(g_s), s	37.7	5.6	0.0	0.0	10.1	0.0
Cycle Q Clear(g_c), s	37.7	5.6	0.0	0.0	10.1	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3064	915	564	4439	118	482
V/C Ratio(X)	0.55	0.11	0.26	0.37	0.81	0.28
Avail Cap(c_a), veh/h	3064	915	564	4439	411	742
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	22.7	16.3	14.7	0.0	87.5	50.2
Incr Delay (d2), s/veh	0.7	0.3	0.1	0.2	9.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	2.1	2.8	0.1	5.0	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.5	16.6	14.8	0.2	96.9	50.4
LnGrp LOS	C	B	B	A	F	D
Approach Vol, veh/h	1798			1802	229	
Approach Delay, s/veh	23.1			1.4	69.9	
Approach LOS	C			A	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		171.2		18.8	51.2	120.0
Change Period (Y+Rc), s		6.0		6.2	6.0	6.0
Max Green Setting (Gmax), s		134.0		43.8	14.0	114.0
Max Q Clear Time (g_c+I1), s		2.0		12.1	2.0	39.7
Green Ext Time (p_c), s		6.3		0.5	0.1	6.6

Intersection Summary	
HCM 7th Control Delay, s/veh	15.7
HCM 7th LOS	B

Notes

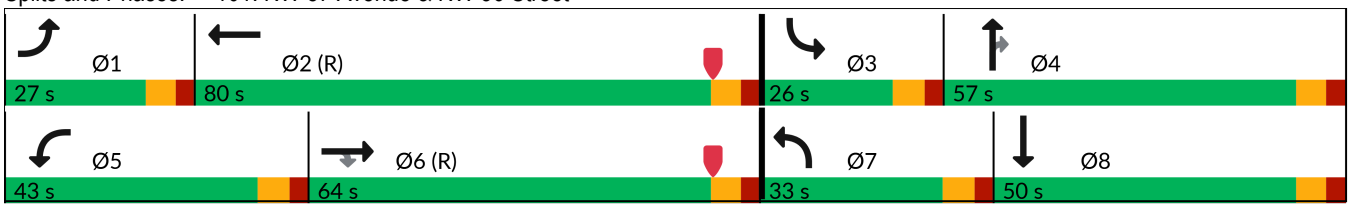
User approved pedestrian interval to be less than phase max green.

Timings
101: NW 87 Avenue & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	319	1014	323	374	1067	415	997	326	133	951
Future Volume (vph)	319	1014	323	374	1067	415	997	326	133	951
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2	7	4		3	8
Permitted Phases			6					4		
Detector Phase	1	6	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.0	39.4	39.4	13.8	39.4	14.0	41.1	41.1	13.8	39.1
Total Split (s)	27.0	64.0	64.0	43.0	80.0	33.0	57.0	57.0	26.0	50.0
Total Split (%)	14.2%	33.7%	33.7%	22.6%	42.1%	17.4%	30.0%	30.0%	13.7%	26.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	20.0	65.5	65.5	27.5	73.0	25.7	54.9	54.9	13.9	43.1
Actuated g/C Ratio	0.11	0.34	0.34	0.14	0.38	0.14	0.29	0.29	0.07	0.23
v/c Ratio	0.91	0.60	0.49	0.78	0.66	0.92	1.01	0.59	0.55	1.16
Control Delay (s/veh)	112.2	53.6	20.1	107.1	65.0	106.4	94.7	31.5	93.0	141.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	112.2	53.6	20.1	107.1	65.0	106.4	94.7	31.5	93.0	141.5
LOS	F	D	C	F	E	F	F	C	F	F
Approach Delay (s/veh)		58.4			74.8		85.7			136.9
Approach LOS		E			E		F			F

Intersection Summary	
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 171 (90%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay (s/veh): 87.2	Intersection LOS: F
Intersection Capacity Utilization 94.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: NW 87 Avenue & NW 36 Street



Queues
101: NW 87 Avenue & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	329	1045	333	386	1277	428	1028	336	137	1318
v/c Ratio	0.91	0.60	0.49	0.78	0.66	0.92	1.01	0.59	0.55	1.16
Control Delay (s/veh)	112.2	53.6	20.1	107.1	65.0	106.4	94.7	31.5	93.0	141.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	112.2	53.6	20.1	107.1	65.0	106.4	94.7	31.5	93.0	141.5
Queue Length 50th (ft)	213	396	115	261	564	276	~688	174	87	~697
Queue Length 95th (ft)	#309	469	231	321	620	#378	#888	299	125	#795
Internal Link Dist (ft)		816			1573		920			477
Turn Bay Length (ft)	150		200	300		300		250	200	
Base Capacity (vph)	361	1753	677	650	1921	467	1022	570	341	1136
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.60	0.49	0.59	0.66	0.92	1.01	0.59	0.40	1.16

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
101: NW 87 Avenue & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	1014	323	374	1067	172	415	997	326	133	951	328
Future Volume (veh/h)	319	1014	323	374	1067	172	415	997	326	133	951	328
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	329	1045	333	386	1100	177	428	1028	336	137	980	338
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	1857	569	444	1714	276	462	1094	478	178	845	291
Arrive On Green	0.14	0.48	0.48	0.17	0.52	0.52	0.13	0.31	0.31	0.05	0.23	0.23
Sat Flow, veh/h	3456	5106	1564	3456	4424	711	3456	3554	1552	3456	3741	1289
Grp Volume(v), veh/h	329	1045	333	386	846	431	428	1028	336	137	892	426
Grp Sat Flow(s),veh/h/ln	1728	1702	1564	1728	1702	1732	1728	1777	1552	1728	1702	1626
Q Serve(g_s), s	17.8	27.6	29.1	20.7	34.2	34.3	23.3	53.5	36.3	7.4	42.9	42.9
Cycle Q Clear(g_c), s	17.8	27.6	29.1	20.7	34.2	34.3	23.3	53.5	36.3	7.4	42.9	42.9
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	361	1857	569	444	1319	671	462	1094	478	178	769	367
V/C Ratio(X)	0.91	0.56	0.59	0.87	0.64	0.64	0.93	0.94	0.70	0.77	1.16	1.16
Avail Cap(c_a), veh/h	364	1857	569	655	1319	671	471	1094	478	344	769	367
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.9	38.3	38.7	77.2	36.5	36.5	81.3	64.0	58.1	89.0	73.5	73.6
Incr Delay (d2), s/veh	26.5	1.2	4.4	9.2	2.2	4.3	24.4	14.9	4.6	9.4	86.2	98.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	11.1	11.3	9.5	13.7	14.4	11.9	26.3	14.8	3.6	27.8	27.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	107.5	39.6	43.1	86.5	38.7	40.8	105.8	78.9	62.7	98.4	159.7	172.2
LnGrp LOS	F	D	D	F	D	D	F	E	E	F	F	F
Approach Vol, veh/h		1707			1663			1792			1455	
Approach Delay, s/veh		53.4			50.3			82.3			157.6	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.9	80.6	16.9	65.6	31.4	76.1	32.5	50.0
Change Period (Y+Rc), s	7.0	7.0	* 7.1	* 7.1	7.0	7.0	* 7.1	* 7.1
Max Green Setting (Gmax), s	20.0	73.0	* 19	* 50	36.0	57.0	* 26	* 43
Max Q Clear Time (g_c+I1), s	19.8	36.3	9.4	55.5	22.7	31.1	25.3	44.9
Green Ext Time (p_c), s	0.0	10.5	0.4	0.0	1.7	9.3	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	83.3
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

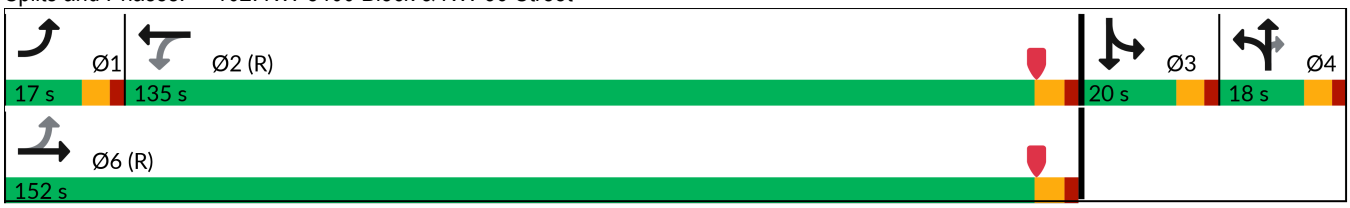
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
102: NW 8400 Block & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	34	1867	12	1470	0	60	55	2
Future Volume (vph)	34	1867	12	1470	0	60	55	2
Turn Type	pm+pt	NA	Perm	NA	NA	Perm	Split	NA
Protected Phases	1	6		2	4		3	3
Permitted Phases	6		2			4		
Detector Phase	1	6	2	2	4	4	3	3
Switch Phase								
Minimum Initial (s)	5.0	16.0	16.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.4	33.4	33.4	33.4	13.4	13.4	20.0	20.0
Total Split (s)	17.0	152.0	135.0	135.0	18.0	18.0	20.0	20.0
Total Split (%)	8.9%	80.0%	71.1%	71.1%	9.5%	9.5%	10.5%	10.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	151.9	151.9	142.6	142.6	7.8	7.8	12.4	12.4
Actuated g/C Ratio	0.80	0.80	0.75	0.75	0.04	0.04	0.07	0.07
v/c Ratio	0.17	0.50	0.11	0.42	0.28	0.44	0.50	0.50
Control Delay (s/veh)	4.8	5.4	9.3	7.8	97.6	15.8	101.0	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.8	5.4	9.3	7.8	97.6	15.8	101.0	29.6
LOS	A	A	A	A	F	B	F	C
Approach Delay (s/veh)		5.4		7.9	35.1			57.7
Approach LOS		A		A	D			E

Intersection Summary	
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 31 (16%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay (s/veh): 8.9	Intersection LOS: A
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: NW 8400 Block & NW 36 Street



Queues
102: NW 8400 Block & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	37	2046	13	1607	20	65	54	83
v/c Ratio	0.17	0.50	0.11	0.42	0.28	0.44	0.50	0.50
Control Delay (s/veh)	4.8	5.4	9.3	7.8	97.6	15.8	101.0	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.8	5.4	9.3	7.8	97.6	15.8	101.0	29.6
Queue Length 50th (ft)	7	168	4	198	25	0	69	10
Queue Length 95th (ft)	m13	221	m9	m239	58	31	126	75
Internal Link Dist (ft)		1573		520	707			540
Turn Bay Length (ft)	125		100					
Base Capacity (vph)	269	4059	116	3813	111	180	123	180
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.50	0.11	0.42	0.18	0.36	0.44	0.46

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
102: NW 8400 Block & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	1867	16	12	1470	8	18	0	60	55	2	69
Future Volume (vph)	34	1867	16	12	1470	8	18	0	60	55	2	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00			1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5078		1769	5080			1770	1583	1681	1502	
Flt Permitted	0.12	1.00		0.08	1.00			0.95	1.00	0.95	1.00	
Satd. Flow (perm)	226	5078		155	5080			1770	1583	1681	1502	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	2029	17	13	1598	9	20	0	65	60	2	75
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	62	0	70	0
Lane Group Flow (vph)	37	2046	0	13	1607	0	0	20	3	54	13	0
Confl. Peds. (#/hr)			7	7			1					1
Confl. Bikes (#/hr)			1			1						
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		3	3	
Permitted Phases	6			2					4			
Actuated Green, G (s)	151.8	151.8		141.4	141.4			7.8	7.8	12.4	12.4	
Effective Green, g (s)	151.8	151.8		141.4	141.4			7.8	7.8	12.4	12.4	
Actuated g/C Ratio	0.80	0.80		0.74	0.74			0.04	0.04	0.07	0.07	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	1.0		1.0	1.0			2.5	2.5	5.0	5.0	
Lane Grp Cap (vph)	216	4057		115	3780			72	64	109	98	
v/s Ratio Prot	0.00	c0.40			0.32			c0.01		c0.03	0.01	
v/s Ratio Perm	0.13			0.08					0.00			
v/c Ratio	0.17	0.50		0.11	0.43			0.28	0.04	0.50	0.13	
Uniform Delay, d1	5.6	6.4		6.8	9.1			88.4	87.5	85.8	83.7	
Progression Factor	0.77	0.76		0.88	0.82			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.4		1.8	0.3			1.5	0.2	7.2	1.3	
Delay (s)	4.4	5.3		7.8	7.8			89.9	87.7	93.0	85.0	
Level of Service	A	A		A	A			F	F	F	F	
Approach Delay (s/veh)		5.3			7.8			88.2			88.2	
Approach LOS		A			A			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Edition methodology expects strict NEMA phasing.

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1845	44	31	1455	2	45	0	92	3	0	3
Future Vol, veh/h	6	1845	44	31	1455	2	45	0	92	3	0	3
Conflicting Peds, #/hr	0	0	8	8	0	0	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	250	100	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2171	52	36	1712	2	53	0	108	4	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1714	0	0	2231	0	0	2952	-	1095	2668	4030	859
Stage 1	-	-	-	-	-	-	2193	-	-	1785	1785	-
Stage 2	-	-	-	-	-	-	759	-	-	883	2245	-
Critical Hdwy	5.34	-	-	5.34	-	-	5	-	4	5	4	4
Critical Hdwy Stg 1	-	-	-	-	-	-	5	-	-	5	4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	-	-	5	4	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3	-	3	3	3	3
Pot Cap-1 Maneuver	174	-	-	95	-	-	53	0	542	74	47	647
Stage 1	-	-	-	-	-	-	124	0	-	193	317	-
Stage 2	-	-	-	-	-	-	564	0	-	497	219	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	174	-	-	94	-	-	~ 36	-	537	40	28	646
Mov Cap-2 Maneuver	-	-	-	-	-	-	92	-	-	126	96	-
Stage 1	-	-	-	-	-	-	118	-	-	185	196	-
Stage 2	-	-	-	-	-	-	345	-	-	380	208	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	1.4	37.7	22.7
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	92	537	174	-	-	94	-	-	211
HCM Lane V/C Ratio	0.575	0.202	0.041	-	-	0.388	-	-	0.033
HCM Control Delay (s/veh)	87.4	13.4	26.6	-	-	65.7	-	-	22.7
HCM Lane LOS	F	B	D	-	-	F	-	-	C
HCM 95th %tile Q (veh)	2.6	0.7	0.1	-	-	1.6	-	-	0.1

Notes

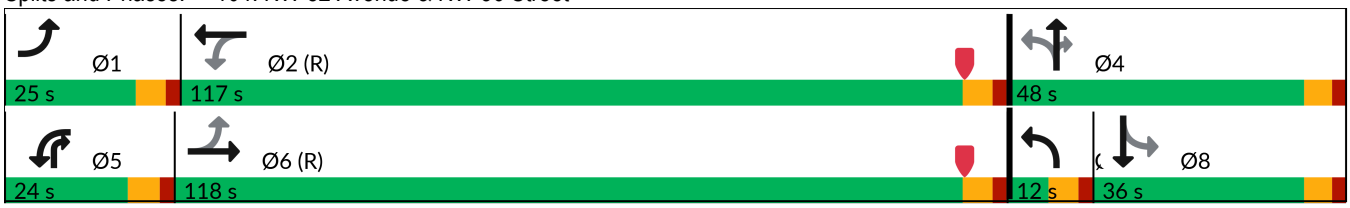
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
104: NW 82 Avenue & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	83	1877	195	1280	108	215	607	99	177
Future Volume (vph)	83	1877	195	1280	108	215	607	99	177
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	1	6	5	2	7	4	5		8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	8	8
Switch Phase									
Minimum Initial (s)	5.0	16.0	5.0	16.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.4	33.4	11.4	33.4	11.0	18.0	11.4	36.0	36.0
Total Split (s)	25.0	118.0	24.0	117.0	12.0	48.0	24.0	36.0	36.0
Total Split (%)	13.2%	62.1%	12.6%	61.6%	6.3%	25.3%	12.6%	18.9%	18.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.4	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.0	6.4	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	118.9	111.6	136.2	122.5	41.4	41.4	59.2	29.4	29.4
Actuated g/C Ratio	0.63	0.59	0.72	0.64	0.22	0.22	0.31	0.15	0.15
v/c Ratio	0.41	0.71	0.96	0.48	1.12	0.57	1.30	0.69	0.92
Control Delay (s/veh)	12.9	17.4	106.6	17.9	179.1	72.5	194.7	99.6	112.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.9	17.4	106.6	17.9	179.1	72.5	194.7	99.6	112.0
LOS	B	B	F	B	F	E	F	F	F
Approach Delay (s/veh)		17.2		28.5		164.7			108.4
Approach LOS		B		C		F			F

Intersection Summary	
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 49 (26%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay (s/veh): 54.9	Intersection LOS: D
Intersection Capacity Utilization 97.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 104: NW 82 Avenue & NW 36 Street



Queues
104: NW 82 Avenue & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	89	2114	210	1542	116	231	653	106	259
v/c Ratio	0.41	0.71	0.96	0.48	1.12	0.57	1.30	0.69	0.92
Control Delay (s/veh)	12.9	17.4	106.6	17.9	179.1	72.5	194.7	99.6	112.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.9	17.4	106.6	17.9	179.1	72.5	194.7	99.6	112.0
Queue Length 50th (ft)	15	389	203	348	~136	260	~831	127	314
Queue Length 95th (ft)	25	421	#395	394	#286	361	#1090	#216	#492
Internal Link Dist (ft)		820		339		257			237
Turn Bay Length (ft)	165		190		180		250	100	
Base Capacity (vph)	321	2964	218	3204	104	411	502	156	287
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.71	0.96	0.48	1.12	0.56	1.30	0.68	0.90

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
104: NW 82 Avenue & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1877	89	195	1280	154	108	215	607	99	177	64
Future Volume (veh/h)	83	1877	89	195	1280	154	108	215	607	99	177	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	2018	96	210	1376	166	116	231	653	106	190	69
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	3112	147	228	2992	361	110	413	437	108	205	75
Arrive On Green	0.04	0.83	0.83	0.07	0.87	0.87	0.03	0.22	0.22	0.16	0.16	0.16
Sat Flow, veh/h	1781	4986	236	1781	4597	554	1781	1870	1576	627	1301	472
Grp Volume(v), veh/h	89	1375	739	210	1019	523	116	231	653	106	0	259
Grp Sat Flow(s),veh/h/ln	1781	1702	1818	1781	1702	1747	1781	1870	1576	627	0	1773
Q Serve(g_s), s	3.5	28.2	28.5	8.3	12.7	12.7	6.0	20.9	42.0	21.1	0.0	27.4
Cycle Q Clear(g_c), s	3.5	28.2	28.5	8.3	12.7	12.7	6.0	20.9	42.0	30.0	0.0	27.4
Prop In Lane	1.00		0.13	1.00		0.32	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	286	2125	1135	228	2216	1137	110	413	437	108	0	280
V/C Ratio(X)	0.31	0.65	0.65	0.92	0.46	0.46	1.06	0.56	1.49	0.98	0.00	0.92
Avail Cap(c_a), veh/h	408	2125	1135	294	2216	1137	110	413	437	108	0	280
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.1	8.4	8.5	27.8	5.3	5.3	76.9	65.8	68.7	88.0	0.0	78.9
Incr Delay (d2), s/veh	0.2	1.5	2.9	27.9	0.7	1.3	102.3	1.4	234.5	81.9	0.0	35.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	8.0	9.1	8.0	3.7	4.0	5.6	10.2	49.8	7.7	0.0	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.3	10.0	11.4	55.7	6.0	6.6	179.1	67.2	303.2	169.9	0.0	114.4
LnGrp LOS	B	A	B	E	A	A	F	E	F	F		F
Approach Vol, veh/h		2203			1752			1000			365	
Approach Delay, s/veh		10.6			12.1			234.3			130.5	
Approach LOS		B			B			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	130.1		48.0	17.0	125.0	12.0	36.0
Change Period (Y+Rc), s	6.4	6.4		6.0	6.4	6.4	6.0	6.0
Max Green Setting (Gmax), s	18.6	110.6		42.0	17.6	111.6	6.0	30.0
Max Q Clear Time (g_c+I1), s	5.5	14.7		44.0	10.3	30.5	8.0	32.0
Green Ext Time (p_c), s	0.1	4.9		0.0	0.3	8.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	61.4
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

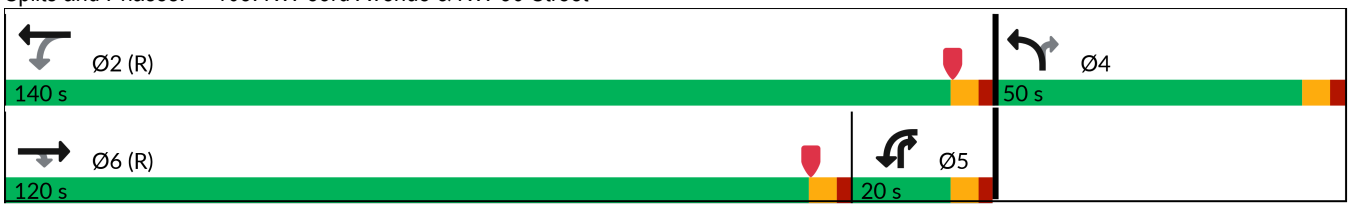
105: NW 83rd Avenue & NW 36 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1644	99	140	1586	91	127
Future Volume (vph)	1644	99	140	1586	91	127
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	5
Switch Phase						
Minimum Initial (s)	16.0	16.0	5.0	16.0	7.0	5.0
Minimum Split (s)	32.0	32.0	11.0	32.0	31.2	11.0
Total Split (s)	120.0	120.0	20.0	140.0	50.0	20.0
Total Split (%)	63.2%	63.2%	10.5%	73.7%	26.3%	10.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.2	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.2	6.0
Lead/Lag	Lead	Lead	Lag			Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	142.4	142.4	162.4	162.4	15.4	29.6
Actuated g/C Ratio	0.75	0.75	0.85	0.85	0.08	0.16
v/c Ratio	0.46	0.09	0.54	0.39	0.69	0.53
Control Delay (s/veh)	9.9	5.0	23.8	2.4	107.4	66.7
Queue Delay	0.3	0.0	0.0	0.1	0.0	0.1
Total Delay (s/veh)	10.2	5.0	23.8	2.5	107.4	66.8
LOS	B	A	C	A	F	E
Approach Delay (s/veh)	9.9			4.2	83.7	
Approach LOS	A			A	F	

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 26 (14%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay (s/veh): 11.6 Intersection LOS: B
Intersection Capacity Utilization 62.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 105: NW 83rd Avenue & NW 36 Street



105: NW 83rd Avenue & NW 36 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1768	106	151	1705	98	137
v/c Ratio	0.46	0.09	0.54	0.39	0.69	0.53
Control Delay (s/veh)	9.9	5.0	23.8	2.4	107.4	66.7
Queue Delay	0.3	0.0	0.0	0.1	0.0	0.1
Total Delay (s/veh)	10.2	5.0	23.8	2.5	107.4	66.8
Queue Length 50th (ft)	286	22	36	94	122	133
Queue Length 95th (ft)	356	47	m72	m113	188	204
Internal Link Dist (ft)	350			390	259	
Turn Bay Length (ft)		80	180			
Base Capacity (vph)	3810	1149	282	4345	408	259
Starvation Cap Reductn	0	0	0	1006	0	0
Spillback Cap Reductn	1208	0	0	0	0	4
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.09	0.54	0.51	0.24	0.54

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1644	99	140	1586	91	127
Future Volume (veh/h)	1644	99	140	1586	91	127
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.96	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1768	106	151	1705	98	137
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3064	915	551	4433	120	482
Arrive On Green	0.60	0.60	0.47	1.00	0.07	0.07
Sat Flow, veh/h	5274	1525	1781	5274	1781	1585
Grp Volume(v), veh/h	1768	106	151	1705	98	137
Grp Sat Flow(s),veh/h/ln	1702	1525	1781	1702	1781	1585
Q Serve(g_s), s	40.3	5.7	0.0	0.0	10.3	0.0
Cycle Q Clear(g_c), s	40.3	5.7	0.0	0.0	10.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3064	915	551	4433	120	482
V/C Ratio(X)	0.58	0.12	0.27	0.38	0.81	0.28
Avail Cap(c_a), veh/h	3064	915	551	4433	411	740
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.84	0.84	1.00	1.00
Uniform Delay (d), s/veh	23.3	16.3	17.1	0.0	87.4	50.3
Incr Delay (d2), s/veh	0.8	0.3	0.1	0.2	9.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.6	2.1	3.2	0.1	5.1	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.0	16.6	17.2	0.2	96.8	50.6
LnGrp LOS	C	B	B	A	F	D
Approach Vol, veh/h	1874			1856	235	
Approach Delay, s/veh	23.6			1.6	69.9	
Approach LOS	C			A	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		171.0		19.0	51.0	120.0
Change Period (Y+Rc), s		6.0		6.2	6.0	6.0
Max Green Setting (Gmax), s		134.0		43.8	14.0	114.0
Max Q Clear Time (g_c+I1), s		2.0		12.3	2.0	42.3
Green Ext Time (p_c), s		6.6		0.5	0.1	7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	16.1
HCM 7th LOS	B

Notes

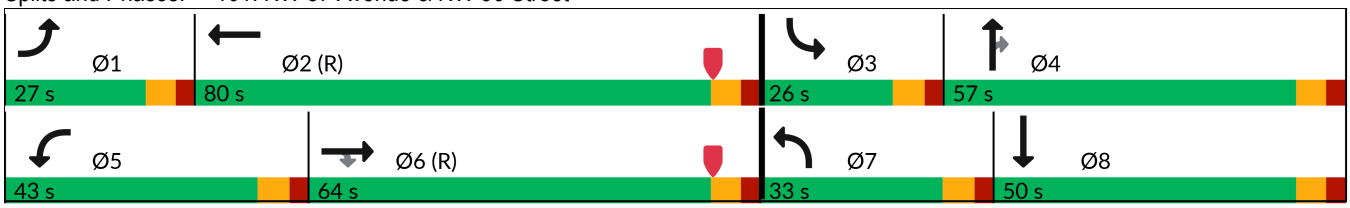
User approved pedestrian interval to be less than phase max green.

Timings
101: NW 87 Avenue & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	319	1023	323	382	1073	415	997	338	138	951
Future Volume (vph)	319	1023	323	382	1073	415	997	338	138	951
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2	7	4		3	8
Permitted Phases			6					4		
Detector Phase	1	6	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	14.0	39.4	39.4	13.8	39.4	14.0	41.1	41.1	13.8	39.1
Total Split (s)	27.0	64.0	64.0	43.0	80.0	33.0	57.0	57.0	26.0	50.0
Total Split (%)	14.2%	33.7%	33.7%	22.6%	42.1%	17.4%	30.0%	30.0%	13.7%	26.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	20.0	65.1	65.1	27.9	73.0	25.7	54.6	54.6	14.2	43.1
Actuated g/C Ratio	0.11	0.34	0.34	0.15	0.38	0.14	0.29	0.29	0.07	0.23
v/c Ratio	0.91	0.61	0.49	0.78	0.67	0.92	1.01	0.61	0.56	1.16
Control Delay (s/veh)	112.2	54.2	20.6	108.2	61.7	106.4	95.9	32.2	93.0	141.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	112.2	54.2	20.6	108.2	61.7	106.4	95.9	32.2	93.0	141.5
LOS	F	D	C	F	E	F	F	C	F	F
Approach Delay (s/veh)		58.8			72.6		86.1			136.8
Approach LOS		E			E		F			F

Intersection Summary	
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 171 (90%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay (s/veh): 86.8	Intersection LOS: F
Intersection Capacity Utilization 94.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: NW 87 Avenue & NW 36 Street



Queues
101: NW 87 Avenue & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	329	1055	333	394	1286	428	1028	348	142	1318
v/c Ratio	0.91	0.61	0.49	0.78	0.67	0.92	1.01	0.61	0.56	1.16
Control Delay (s/veh)	112.2	54.2	20.6	108.2	61.7	106.4	95.9	32.2	93.0	141.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	112.2	54.2	20.6	108.2	61.7	106.4	95.9	32.2	93.0	141.5
Queue Length 50th (ft)	213	402	118	267	559	276	~695	183	90	~697
Queue Length 95th (ft)	#309	477	234	327	615	#378	#892	313	128	#795
Internal Link Dist (ft)		816			1573		920			477
Turn Bay Length (ft)	150		200	300		300		250	200	
Base Capacity (vph)	361	1741	673	650	1921	467	1017	573	341	1136
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.61	0.49	0.61	0.67	0.92	1.01	0.61	0.42	1.16

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
101: NW 87 Avenue & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	1023	323	382	1073	175	415	997	338	138	951	328
Future Volume (veh/h)	319	1023	323	382	1073	175	415	997	338	138	951	328
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	329	1055	333	394	1106	180	428	1028	348	142	980	338
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	1845	565	452	1711	278	462	1089	476	184	845	291
Arrive On Green	0.14	0.48	0.48	0.17	0.52	0.52	0.13	0.31	0.31	0.05	0.23	0.23
Sat Flow, veh/h	3456	5106	1564	3456	4416	718	3456	3554	1552	3456	3741	1289
Grp Volume(v), veh/h	329	1055	333	394	852	434	428	1028	348	142	892	426
Grp Sat Flow(s),veh/h/ln	1728	1702	1564	1728	1702	1730	1728	1777	1552	1728	1702	1626
Q Serve(g_s), s	17.8	28.1	29.3	21.1	34.6	34.6	23.3	53.6	38.1	7.7	42.9	42.9
Cycle Q Clear(g_c), s	17.8	28.1	29.3	21.1	34.6	34.6	23.3	53.6	38.1	7.7	42.9	42.9
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	361	1845	565	452	1319	670	462	1089	476	184	769	367
V/C Ratio(X)	0.91	0.57	0.59	0.87	0.65	0.65	0.93	0.94	0.73	0.77	1.16	1.16
Avail Cap(c_a), veh/h	364	1845	565	655	1319	670	471	1089	476	344	769	367
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.9	38.8	39.1	76.9	36.6	36.6	81.3	64.3	58.9	88.8	73.5	73.6
Incr Delay (d2), s/veh	26.5	1.3	4.5	9.5	2.2	4.4	24.4	15.6	5.7	9.4	86.2	98.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	11.4	11.4	9.7	13.9	14.6	11.9	26.4	15.7	3.7	27.8	27.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	107.5	40.1	43.6	86.5	38.8	41.0	105.8	79.9	64.6	98.3	159.7	172.2
LnGrp LOS	F	D	D	F	D	D	F	E	E	F	F	F
Approach Vol, veh/h		1717			1680			1804			1460	
Approach Delay, s/veh		53.7			50.6			83.1			157.4	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.9	80.6	17.2	65.3	31.8	75.6	32.5	50.0
Change Period (Y+Rc), s	7.0	7.0	* 7.1	* 7.1	7.0	7.0	* 7.1	* 7.1
Max Green Setting (Gmax), s	20.0	73.0	* 19	* 50	36.0	57.0	* 26	* 43
Max Q Clear Time (g_c+I1), s	19.8	36.6	9.7	55.6	23.1	31.3	25.3	44.9
Green Ext Time (p_c), s	0.0	10.5	0.4	0.0	1.7	9.3	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	83.6
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

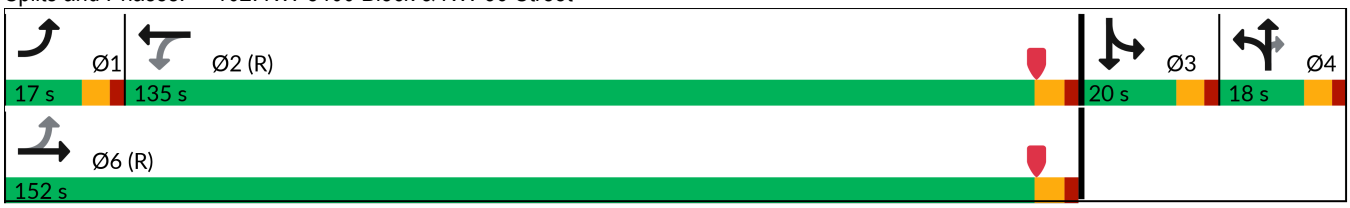
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
102: NW 8400 Block & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	34	1893	12	1487	0	60	55	2
Future Volume (vph)	34	1893	12	1487	0	60	55	2
Turn Type	pm+pt	NA	Perm	NA	NA	Perm	Split	NA
Protected Phases	1	6		2	4		3	3
Permitted Phases	6		2			4		
Detector Phase	1	6	2	2	4	4	3	3
Switch Phase								
Minimum Initial (s)	5.0	16.0	16.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.4	33.4	33.4	33.4	13.4	13.4	20.0	20.0
Total Split (s)	17.0	152.0	135.0	135.0	18.0	18.0	20.0	20.0
Total Split (%)	8.9%	80.0%	71.1%	71.1%	9.5%	9.5%	10.5%	10.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	151.9	151.9	142.6	142.6	7.8	7.8	12.4	12.4
Actuated g/C Ratio	0.80	0.80	0.75	0.75	0.04	0.04	0.07	0.07
v/c Ratio	0.17	0.51	0.12	0.43	0.28	0.44	0.50	0.50
Control Delay (s/veh)	4.9	5.6	9.6	8.0	97.6	15.8	101.0	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.9	5.6	9.6	8.0	97.6	15.8	101.0	29.6
LOS	A	A	A	A	F	B	F	C
Approach Delay (s/veh)		5.6		8.0	35.1			57.7
Approach LOS		A		A	D			E

Intersection Summary	
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 31 (16%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 9.0	Intersection LOS: A
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: NW 8400 Block & NW 36 Street



Queues
102: NW 8400 Block & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	37	2075	13	1625	20	65	54	83
v/c Ratio	0.17	0.51	0.12	0.43	0.28	0.44	0.50	0.50
Control Delay (s/veh)	4.9	5.6	9.6	8.0	97.6	15.8	101.0	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.9	5.6	9.6	8.0	97.6	15.8	101.0	29.6
Queue Length 50th (ft)	7	175	4	209	25	0	69	10
Queue Length 95th (ft)	m13	228	m9	m247	58	31	126	75
Internal Link Dist (ft)		1573		520	707			540
Turn Bay Length (ft)	125		100					
Base Capacity (vph)	266	4059	111	3813	111	180	123	180
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.51	0.12	0.43	0.18	0.36	0.44	0.46

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
102: NW 8400 Block & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	1893	16	12	1487	8	18	0	60	55	2	69
Future Volume (vph)	34	1893	16	12	1487	8	18	0	60	55	2	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00			1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5078		1769	5080			1770	1583	1681	1502	
Flt Permitted	0.12	1.00		0.08	1.00			0.95	1.00	0.95	1.00	
Satd. Flow (perm)	221	5078		149	5080			1770	1583	1681	1502	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	2058	17	13	1616	9	20	0	65	60	2	75
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	62	0	70	0
Lane Group Flow (vph)	37	2075	0	13	1625	0	0	20	3	54	13	0
Confl. Peds. (#/hr)			7	7			1					1
Confl. Bikes (#/hr)			1			1						
Turn Type	pm+pt	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		4	4		3	3	
Permitted Phases	6			2					4			
Actuated Green, G (s)	151.8	151.8		141.4	141.4			7.8	7.8	12.4	12.4	
Effective Green, g (s)	151.8	151.8		141.4	141.4			7.8	7.8	12.4	12.4	
Actuated g/C Ratio	0.80	0.80		0.74	0.74			0.04	0.04	0.07	0.07	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	1.0		1.0	1.0			2.5	2.5	5.0	5.0	
Lane Grp Cap (vph)	212	4057		110	3780			72	64	109	98	
v/s Ratio Prot	0.00	c0.41			0.32			c0.01		c0.03	0.01	
v/s Ratio Perm	0.13			0.09					0.00			
v/c Ratio	0.17	0.51		0.12	0.43			0.28	0.04	0.50	0.13	
Uniform Delay, d1	5.7	6.5		6.8	9.1			88.4	87.5	85.8	83.7	
Progression Factor	0.78	0.77		0.88	0.83			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.4		2.0	0.3			1.5	0.2	7.2	1.3	
Delay (s)	4.5	5.5		8.0	7.9			89.9	87.7	93.0	85.0	
Level of Service	A	A		A	A			F	F	F	F	
Approach Delay (s/veh)		5.4			7.9			88.2			88.2	
Approach LOS		A			A			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Edition methodology expects strict NEMA phasing.

Intersection	
Int Delay, s/veh	13.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1827	111	124	1429	2	186	0	286	3	0	3
Future Vol, veh/h	6	1827	111	124	1429	2	186	0	286	3	0	3
Conflicting Peds, #/hr	0	0	8	8	0	0	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	250	100	-	-	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2149	131	146	1681	2	219	0	336	4	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1683	0	0	2288	0	0	3137	-	1084	2849	4276	844
Stage 1	-	-	-	-	-	-	2171	-	-	1974	1974	-
Stage 2	-	-	-	-	-	-	966	-	-	875	2302	-
Critical Hdwy	5.34	-	-	5.34	-	-	5	-	4	5	4	4
Critical Hdwy Stg 1	-	-	-	-	-	-	5	-	-	5	4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	-	-	5	4	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3	-	3	3	3	3
Pot Cap-1 Maneuver	181	-	-	~ 89	-	-	~ 43	0	546	60	38	654
Stage 1	-	-	-	-	-	-	~ 127	0	-	158	273	-
Stage 2	-	-	-	-	-	-	457	0	-	501	209	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	181	-	-	~ 88	-	-	-	-	541	-	0	653
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ -8	-	-	26	0	-
Stage 1	-	-	-	-	-	-	~ 121	-	-	152	0	-
Stage 2	-	-	-	-	-	-	-	-	-	182	199	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	33.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	541	181	-	-	~ 88	-	-	-
HCM Lane V/C Ratio	-	0.622	0.039	-	-	1.658	-	-	-
HCM Control Delay (s/veh)	-	22	25.7	-	-	$ 422.9	-	-	-
HCM Lane LOS	-	C	D	-	-	F	-	-	-
HCM 95th %tile Q (veh)	-	4.2	0.1	-	-	11.9	-	-	-

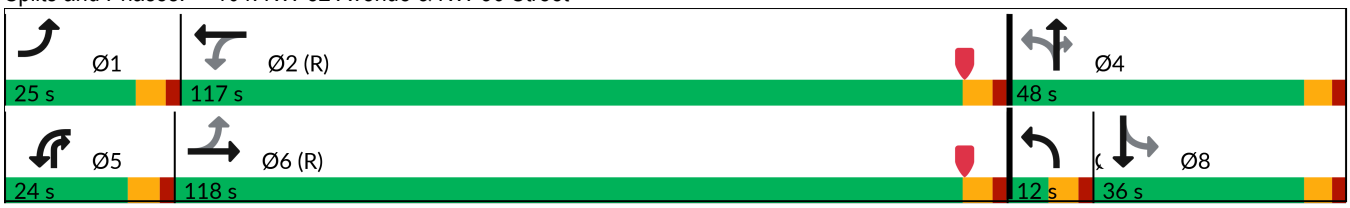
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Timings
104: NW 82 Avenue & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	90	1889	195	1298	115	215	607	99	177
Future Volume (vph)	90	1889	195	1298	115	215	607	99	177
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	Perm	NA
Protected Phases	1	6	5	2	7	4	5		8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	8	8
Switch Phase									
Minimum Initial (s)	5.0	16.0	5.0	16.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.4	33.4	11.4	33.4	11.0	18.0	11.4	36.0	36.0
Total Split (s)	25.0	118.0	24.0	117.0	12.0	48.0	24.0	36.0	36.0
Total Split (%)	13.2%	62.1%	12.6%	61.6%	6.3%	25.3%	12.6%	18.9%	18.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.4	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.0	6.4	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	119.2	111.6	135.7	121.7	41.9	41.9	59.2	29.9	29.9
Actuated g/C Ratio	0.63	0.59	0.71	0.64	0.22	0.22	0.31	0.16	0.16
v/c Ratio	0.45	0.72	1.00	0.49	1.24	0.56	1.30	0.68	0.94
Control Delay (s/veh)	15.0	18.6	116.4	18.4	219.8	72.0	194.7	97.5	115.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	18.6	116.4	18.4	219.8	72.0	194.7	97.5	115.2
LOS	B	B	F	B	F	E	F	F	F
Approach Delay (s/veh)		18.4		30.0		169.7			110.2
Approach LOS		B		C		F			F

Intersection Summary	
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 49 (26%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay (s/veh): 57.0	Intersection LOS: E
Intersection Capacity Utilization 97.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 104: NW 82 Avenue & NW 36 Street



Queues
104: NW 82 Avenue & NW 36 Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	97	2132	210	1562	124	231	653	106	270
v/c Ratio	0.45	0.72	1.00	0.49	1.24	0.56	1.30	0.68	0.94
Control Delay (s/veh)	15.0	18.6	116.4	18.4	219.8	72.0	194.7	97.5	115.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	18.6	116.4	18.4	219.8	72.0	194.7	97.5	115.2
Queue Length 50th (ft)	18	416	206	357	~133	260	~831	127	329
Queue Length 95th (ft)	35	449	#400	404	#287	361	#1090	#215	#523
Internal Link Dist (ft)		820		339		257			237
Turn Bay Length (ft)	165		190		180		250	100	
Base Capacity (vph)	316	2964	211	3183	100	411	502	157	287
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.72	1.00	0.49	1.24	0.56	1.30	0.68	0.94

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
104: NW 82 Avenue & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1889	94	195	1298	154	115	215	607	99	177	74
Future Volume (veh/h)	90	1889	94	195	1298	154	115	215	607	99	177	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	2031	101	210	1396	166	124	231	653	106	190	80
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	3097	153	228	2989	355	100	413	439	108	196	82
Arrive On Green	0.04	0.83	0.83	0.08	0.86	0.86	0.03	0.22	0.22	0.16	0.16	0.16
Sat Flow, veh/h	1781	4973	246	1781	4605	547	1781	1870	1576	627	1241	522
Grp Volume(v), veh/h	97	1387	745	210	1032	530	124	231	653	106	0	270
Grp Sat Flow(s),veh/h/ln	1781	1702	1816	1781	1702	1749	1781	1870	1576	627	0	1763
Q Serve(g_s), s	3.8	29.1	29.5	8.6	13.2	13.2	6.0	20.9	42.0	21.1	0.0	28.9
Cycle Q Clear(g_c), s	3.8	29.1	29.5	8.6	13.2	13.2	6.0	20.9	42.0	30.0	0.0	28.9
Prop In Lane	1.00		0.14	1.00		0.31	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	284	2120	1131	228	2210	1135	100	413	439	108	0	278
V/C Ratio(X)	0.34	0.65	0.66	0.92	0.47	0.47	1.24	0.56	1.49	0.98	0.00	0.97
Avail Cap(c_a), veh/h	403	2120	1131	291	2210	1135	100	413	439	108	0	278
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	8.7	8.7	29.2	5.5	5.5	75.4	65.8	68.6	88.0	0.0	79.5
Incr Delay (d2), s/veh	0.3	1.6	3.0	28.4	0.7	1.4	165.9	1.4	230.8	81.9	0.0	45.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	8.4	9.5	8.0	3.8	4.1	6.7	10.2	49.6	7.7	0.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.4	10.2	11.7	57.6	6.2	6.8	241.3	67.2	299.4	169.9	0.0	125.5
LnGrp LOS	B	B	B	E	A	A	F	E	F	F		F
Approach Vol, veh/h		2229			1772			1008			376	
Approach Delay, s/veh		10.8			12.5			239.0			138.0	
Approach LOS		B			B			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	129.7		48.0	17.3	124.7	12.0	36.0
Change Period (Y+Rc), s	6.4	6.4		6.0	6.4	6.4	6.0	6.0
Max Green Setting (Gmax), s	18.6	110.6		42.0	17.6	111.6	6.0	30.0
Max Q Clear Time (g_c+I1), s	5.8	15.2		44.0	10.6	31.5	8.0	32.0
Green Ext Time (p_c), s	0.1	5.0		0.0	0.3	8.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	63.0
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

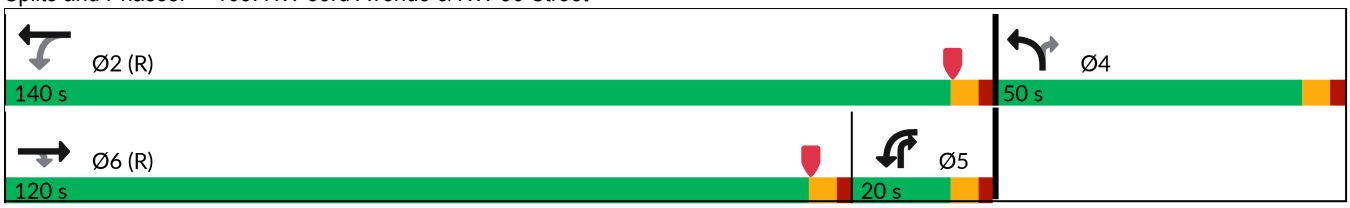
105: NW 83rd Avenue & NW 36 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1668	99	140	1621	91	127
Future Volume (vph)	1668	99	140	1621	91	127
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	5
Switch Phase						
Minimum Initial (s)	16.0	16.0	5.0	16.0	7.0	5.0
Minimum Split (s)	32.0	32.0	11.0	32.0	31.2	11.0
Total Split (s)	120.0	120.0	20.0	140.0	50.0	20.0
Total Split (%)	63.2%	63.2%	10.5%	73.7%	26.3%	10.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.2	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.2	6.0
Lead/Lag	Lead	Lead	Lag			Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	142.4	142.4	162.4	162.4	15.4	29.6
Actuated g/C Ratio	0.75	0.75	0.85	0.85	0.08	0.16
v/c Ratio	0.47	0.09	0.55	0.40	0.69	0.53
Control Delay (s/veh)	10.0	5.1	25.0	2.4	107.4	67.3
Queue Delay	3.1	0.0	0.0	0.1	0.0	0.1
Total Delay (s/veh)	13.1	5.1	25.0	2.5	107.4	67.3
LOS	B	A	C	A	F	E
Approach Delay (s/veh)	12.6			4.3	84.0	
Approach LOS	B			A	F	

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 26 (14%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay (s/veh): 12.9 Intersection LOS: B
Intersection Capacity Utilization 63.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 105: NW 83rd Avenue & NW 36 Street



105: NW 83rd Avenue & NW 36 Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1794	106	151	1743	98	137
v/c Ratio	0.47	0.09	0.55	0.40	0.69	0.53
Control Delay (s/veh)	10.0	5.1	25.0	2.4	107.4	67.3
Queue Delay	3.1	0.0	0.0	0.1	0.0	0.1
Total Delay (s/veh)	13.1	5.1	25.0	2.5	107.4	67.3
Queue Length 50th (ft)	293	23	37	99	122	135
Queue Length 95th (ft)	363	47	m72	m119	188	205
Internal Link Dist (ft)	350			390	259	
Turn Bay Length (ft)		80	180			
Base Capacity (vph)	3810	1149	277	4345	408	258
Starvation Cap Reductn	1873	0	0	970	0	0
Spillback Cap Reductn	1220	0	0	0	0	3
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.09	0.55	0.52	0.24	0.54

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1668	99	140	1621	91	127
Future Volume (veh/h)	1668	99	140	1621	91	127
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.96	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1794	106	151	1743	98	137
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3064	915	548	4433	120	482
Arrive On Green	0.60	0.60	0.47	1.00	0.07	0.07
Sat Flow, veh/h	5274	1525	1781	5274	1781	1585
Grp Volume(v), veh/h	1794	106	151	1743	98	137
Grp Sat Flow(s),veh/h/ln	1702	1525	1781	1702	1781	1585
Q Serve(g_s), s	41.2	5.7	0.0	0.0	10.3	0.0
Cycle Q Clear(g_c), s	41.2	5.7	0.0	0.0	10.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3064	915	548	4433	120	482
V/C Ratio(X)	0.59	0.12	0.28	0.39	0.81	0.28
Avail Cap(c_a), veh/h	3064	915	548	4433	411	740
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.82	1.00	1.00
Uniform Delay (d), s/veh	23.4	16.3	17.8	0.0	87.4	50.3
Incr Delay (d2), s/veh	0.7	0.2	0.1	0.2	9.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	2.1	3.3	0.1	5.1	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.1	16.5	17.9	0.2	96.8	50.6
LnGrp LOS	C	B	B	A	F	D
Approach Vol, veh/h	1900			1894	235	
Approach Delay, s/veh	23.7			1.6	69.9	
Approach LOS	C			A	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		171.0		19.0	51.0	120.0
Change Period (Y+Rc), s		6.0		6.2	6.0	6.0
Max Green Setting (Gmax), s		134.0		43.8	14.0	114.0
Max Q Clear Time (g_c+I1), s		2.0		12.3	2.0	43.2
Green Ext Time (p_c), s		6.9		0.5	0.1	7.3

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Notes

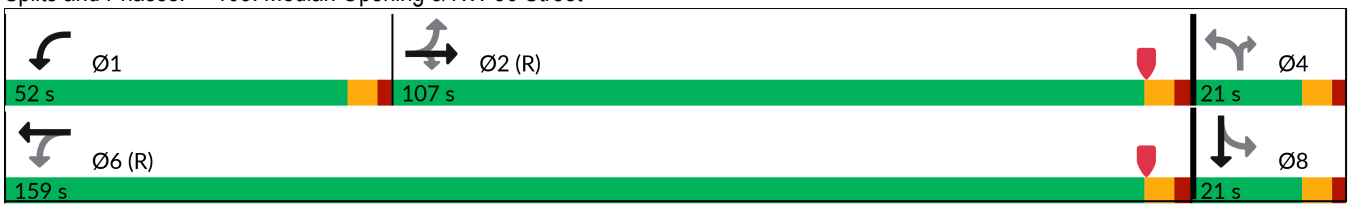
User approved pedestrian interval to be less than phase max green.

Timings
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations								
Traffic Volume (vph)	3	1824	75	90	1642	21	29	
Future Volume (vph)	3	1824	75	90	1642	21	29	
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	
Protected Phases		2		1	6			8
Permitted Phases	2		2	6		4	4	
Detector Phase	2	2	2	1	6	4	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	21.0	22.5	16.0	16.0	16.0
Total Split (s)	107.0	107.0	107.0	52.0	159.0	21.0	21.0	21.0
Total Split (%)	59.4%	59.4%	59.4%	28.9%	88.3%	11.7%	11.7%	12%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	141.0	141.0	141.0	162.0	163.2	8.3	8.3	
Actuated g/C Ratio	0.78	0.78	0.78	0.90	0.91	0.05	0.05	
v/c Ratio	0.02	0.48	0.06	0.34	0.37	0.34	0.24	
Control Delay (s/veh)	1.3	3.2	0.1	8.0	7.4	96.0	7.6	
Queue Delay	0.0	0.2	0.0	0.0	0.3	0.0	0.0	
Total Delay (s/veh)	1.3	3.4	0.1	8.0	7.7	96.0	7.6	
LOS	A	A	A	A	A	F	A	
Approach Delay (s/veh)		3.3			7.7			
Approach LOS		A			A			

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Median Opening & NW 36 Street



Queues
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	3	1900	78	94	1715	22	30
v/c Ratio	0.02	0.48	0.06	0.34	0.37	0.34	0.24
Control Delay (s/veh)	1.3	3.2	0.1	8.0	7.4	96.0	7.6
Queue Delay	0.0	0.2	0.0	0.0	0.3	0.0	0.0
Total Delay (s/veh)	1.3	3.4	0.1	8.0	7.7	96.0	7.6
Queue Length 50th (ft)	0	42	0	30	379	26	0
Queue Length 95th (ft)	m0	117	0	m52	534	60	9
Internal Link Dist (ft)		520			820		
Turn Bay Length (ft)	100		250	100			
Base Capacity (vph)	188	3982	1251	556	4609	117	182
Starvation Cap Reductn	0	1121	0	0	1973	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.66	0.06	0.17	0.65	0.19	0.16

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
103: Median Opening & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1824	75	90	1642	5	21	0	29	0	0	0
Future Volume (vph)	3	1824	75	90	1642	5	21	0	29	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0			
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00		1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00		0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00			
Satd. Flow (prot)	1770	5085	1583	1770	5083		1770		1583			
Flt Permitted	0.13	1.00	1.00	0.09	1.00		0.76		1.00			
Satd. Flow (perm)	240	5085	1583	162	5083		1410		1583			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	1900	78	94	1710	5	22	0	30	0	0	0
RTOR Reduction (vph)	0	0	13	0	0	0	0	0	29	0	0	0
Lane Group Flow (vph)	3	1900	65	94	1715	0	22	0	1	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm		Perm			
Protected Phases		2		1	6						8	
Permitted Phases	2		2	6			4		4	8		
Actuated Green, G (s)	139.8	139.8	139.8	160.8	160.8		7.2		7.2			
Effective Green, g (s)	139.8	139.8	139.8	160.8	160.8		7.2		7.2			
Actuated g/C Ratio	0.78	0.78	0.78	0.89	0.89		0.04		0.04			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0			
Lane Grp Cap (vph)	186	3949	1229	278	4540		56		63			
v/s Ratio Prot		c0.37		0.03	c0.34							
v/s Ratio Perm	0.01		0.04	0.27			c0.02		0.00			
v/c Ratio	0.02	0.48	0.05	0.34	0.38		0.39		0.02			
Uniform Delay, d1	4.5	7.2	4.7	4.5	1.5		84.3		83.0			
Progression Factor	0.19	0.38	0.01	4.34	4.50		1.00		1.00			
Incremental Delay, d2	0.1	0.4	0.1	0.5	0.2		4.5		0.1			
Delay (s)	1.0	3.1	0.1	20.1	7.1		88.8		83.1			
Level of Service	A	A	A	C	A		F		F			
Approach Delay (s/veh)		3.0			7.8			85.5			0.0	
Approach LOS		A			A			F			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

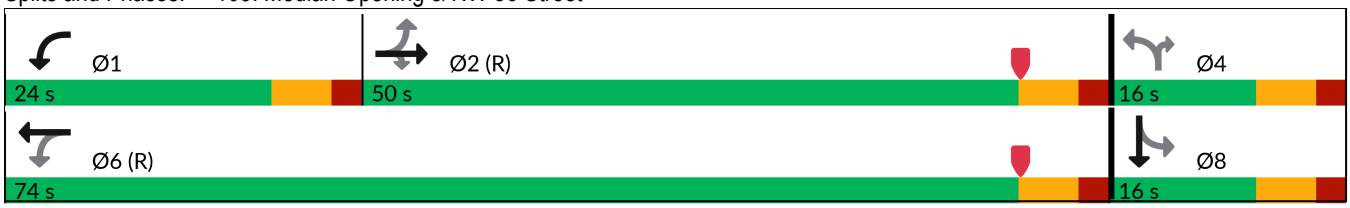
HCM 7th Edition methodology does not support Non-NEMA phasing.

Timings
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations								
Traffic Volume (vph)	3	1824	75	90	1642	21	29	
Future Volume (vph)	3	1824	75	90	1642	21	29	
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	
Protected Phases		2		1	6			8
Permitted Phases	2		2	6		4	4	
Detector Phase	2	2	2	1	6	4	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	21.0	22.5	16.0	16.0	16.0
Total Split (s)	50.0	50.0	50.0	24.0	74.0	16.0	16.0	16.0
Total Split (%)	55.6%	55.6%	55.6%	26.7%	82.2%	17.8%	17.8%	18%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	60.0	60.0	60.0	75.6	78.0	7.0	7.0	
Actuated g/C Ratio	0.67	0.67	0.67	0.84	0.87	0.08	0.08	
v/c Ratio	0.02	0.56	0.07	0.25	0.39	0.18	0.13	
Control Delay (s/veh)	1.7	4.5	0.4	8.9	6.1	41.5	1.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	1.7	4.5	0.4	8.9	6.1	41.5	1.2	
LOS	A	A	A	A	A	D	A	
Approach Delay (s/veh)		4.3			6.2			
Approach LOS		A			A			

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 5.4	Intersection LOS: A
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Median Opening & NW 36 Street



Queues
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	3	1900	78	94	1715	22	30
v/c Ratio	0.02	0.56	0.07	0.25	0.39	0.18	0.13
Control Delay (s/veh)	1.7	4.5	0.4	8.9	6.1	41.5	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.7	4.5	0.4	8.9	6.1	41.5	1.2
Queue Length 50th (ft)	0	205	3	32	370	12	0
Queue Length 95th (ft)	m0	265	3	m49	519	35	0
Internal Link Dist (ft)		520			820		
Turn Bay Length (ft)	100		250	100			
Base Capacity (vph)	160	3392	1092	435	4409	172	272
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.56	0.07	0.22	0.39	0.13	0.11

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
103: Median Opening & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1824	75	90	1642	5	21	0	29	0	0	0
Future Volume (vph)	3	1824	75	90	1642	5	21	0	29	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0			
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00		1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00		0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00			
Satd. Flow (prot)	1770	5085	1583	1770	5083		1770		1583			
Flt Permitted	0.13	1.00	1.00	0.07	1.00		0.83		1.00			
Satd. Flow (perm)	240	5085	1583	126	5083		1552		1583			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	1900	78	94	1710	5	22	0	30	0	0	0
RTOR Reduction (vph)	0	0	30	0	0	0	0	0	28	0	0	0
Lane Group Flow (vph)	3	1900	48	94	1715	0	22	0	2	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm		Perm			
Protected Phases		2		1	6						8	
Permitted Phases	2		2	6			4		4	8		
Actuated Green, G (s)	55.2	55.2	55.2	73.2	73.2		4.8		4.8			
Effective Green, g (s)	55.2	55.2	55.2	73.2	73.2		4.8		4.8			
Actuated g/C Ratio	0.61	0.61	0.61	0.81	0.81		0.05		0.05			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0			
Lane Grp Cap (vph)	147	3118	970	321	4134		82		84			
v/s Ratio Prot		c0.37		0.04	c0.34							
v/s Ratio Perm	0.01		0.03	0.20			c0.01		0.00			
v/c Ratio	0.02	0.61	0.05	0.29	0.41		0.27		0.02			
Uniform Delay, d1	6.8	10.7	6.9	6.8	2.4		40.9		40.4			
Progression Factor	0.15	0.35	0.51	2.27	2.66		1.00		1.00			
Incremental Delay, d2	0.2	0.8	0.1	0.4	0.2		1.8		0.1			
Delay (s)	1.3	4.6	3.6	15.8	6.5		42.7		40.5			
Level of Service	A	A	A	B	A		D		D			
Approach Delay (s/veh)		4.5			7.0			41.4			0.0	
Approach LOS		A			A			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 7th Edition methodology does not support Non-NEMA phasing.

Timings
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations								
Traffic Volume (vph)	3	1824	75	90	1642	21	29	
Future Volume (vph)	3	1824	75	90	1642	21	29	
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	
Protected Phases		2		1	6			8
Permitted Phases	2		2	6		4	4	
Detector Phase	2	2	2	1	6	4	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	21.0	22.5	16.0	16.0	16.0
Total Split (s)	50.0	50.0	50.0	24.0	74.0	16.0	16.0	16.0
Total Split (%)	55.6%	55.6%	55.6%	26.7%	82.2%	17.8%	17.8%	18%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	57.6	57.6	57.6	76.8	78.0	7.0	7.0	
Actuated g/C Ratio	0.64	0.64	0.64	0.85	0.87	0.08	0.08	
v/c Ratio	0.02	0.58	0.07	0.22	0.39	0.18	0.13	
Control Delay (s/veh)	2.3	6.8	0.6	12.3	3.6	41.5	1.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	2.3	6.8	0.6	12.3	3.6	41.5	1.2	
LOS	A	A	A	B	A	D	A	
Approach Delay (s/veh)		6.6			4.1			
Approach LOS		A			A			

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 5.6	Intersection LOS: A
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Median Opening & NW 36 Street

Queues
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	3	1900	78	94	1715	22	30
v/c Ratio	0.02	0.58	0.07	0.22	0.39	0.18	0.13
Control Delay (s/veh)	2.3	6.8	0.6	12.3	3.6	41.5	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.3	6.8	0.6	12.3	3.6	41.5	1.2
Queue Length 50th (ft)	0	213	5	17	161	12	0
Queue Length 95th (ft)	m1	309	7	m51	334	35	0
Internal Link Dist (ft)		520			820		
Turn Bay Length (ft)	100		250	100			
Base Capacity (vph)	145	3256	1053	442	4409	172	272
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.58	0.07	0.21	0.39	0.13	0.11

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
103: Median Opening & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1824	75	90	1642	5	21	0	29	0	0	0
Future Volume (vph)	3	1824	75	90	1642	5	21	0	29	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0			
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00		1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00		0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00			
Satd. Flow (prot)	1770	5085	1583	1770	5083		1770		1583			
Flt Permitted	0.12	1.00	1.00	0.07	1.00		0.83		1.00			
Satd. Flow (perm)	226	5085	1583	138	5083		1552		1583			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	1900	78	94	1710	5	22	0	30	0	0	0
RTOR Reduction (vph)	0	0	32	0	0	0	0	0	28	0	0	0
Lane Group Flow (vph)	3	1900	46	94	1715	0	22	0	2	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm		Perm			
Protected Phases		2		1	6						8	
Permitted Phases	2		2	6			4		4	8		
Actuated Green, G (s)	52.8	52.8	52.8	73.2	73.2		4.8		4.8			
Effective Green, g (s)	52.8	52.8	52.8	73.2	73.2		4.8		4.8			
Actuated g/C Ratio	0.59	0.59	0.59	0.81	0.81		0.05		0.05			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0			
Lane Grp Cap (vph)	132	2983	928	373	4134		82		84			
v/s Ratio Prot		c0.37		0.04	c0.34							
v/s Ratio Perm	0.01		0.03	0.16			c0.01		0.00			
v/c Ratio	0.02	0.64	0.05	0.25	0.41		0.27		0.02			
Uniform Delay, d1	7.8	12.3	7.9	12.5	2.4		40.9		40.4			
Progression Factor	0.19	0.48	0.83	1.25	1.54		1.00		1.00			
Incremental Delay, d2	0.3	1.0	0.1	0.3	0.2		1.8		0.1			
Delay (s)	1.8	6.8	6.7	15.9	3.9		42.7		40.5			
Level of Service	A	A	A	B	A		D		D			
Approach Delay (s/veh)		6.8			4.5			41.4			0.0	
Approach LOS		A			A			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

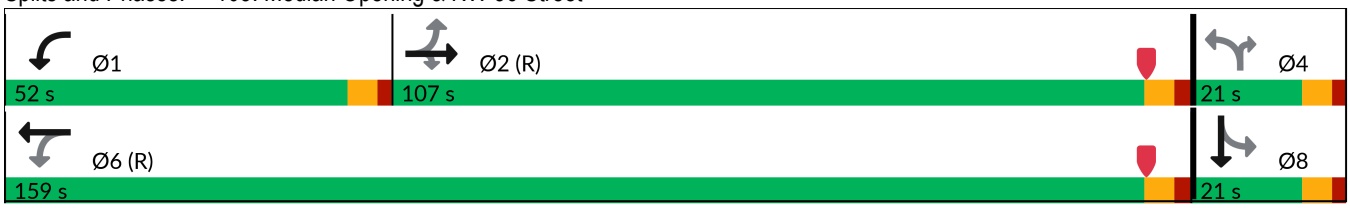
HCM 7th Edition methodology does not support Non-NEMA phasing.

Timings
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations								
Traffic Volume (vph)	3	1824	200	287	1642	46	64	
Future Volume (vph)	3	1824	200	287	1642	46	64	
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	
Protected Phases		2		1	6			8
Permitted Phases	2		2	6		4	4	
Detector Phase	2	2	2	1	6	4	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	21.0	22.5	16.0	16.0	16.0
Total Split (s)	107.0	107.0	107.0	52.0	159.0	21.0	21.0	21.0
Total Split (%)	59.4%	59.4%	59.4%	28.9%	88.3%	11.7%	11.7%	12%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	122.9	122.9	122.9	156.8	156.8	11.2	11.2	
Actuated g/C Ratio	0.68	0.68	0.68	0.87	0.87	0.06	0.06	
v/c Ratio	0.02	0.55	0.18	0.80	0.39	0.55	0.42	
Control Delay (s/veh)	8.7	14.4	3.4	32.7	9.3	103.9	23.1	
Queue Delay	0.0	0.2	0.0	0.0	0.4	0.0	1.7	
Total Delay (s/veh)	8.7	14.6	3.4	32.7	9.7	103.9	24.8	
LOS	A	B	A	C	A	F	C	
Approach Delay (s/veh)		13.5			13.1			
Approach LOS		B			B			

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 14.5	Intersection LOS: B
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Median Opening & NW 36 Street



Queues
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	3	1900	208	299	1715	48	67
v/c Ratio	0.02	0.55	0.18	0.80	0.39	0.55	0.42
Control Delay (s/veh)	8.7	14.4	3.4	32.7	9.3	103.9	23.1
Queue Delay	0.0	0.2	0.0	0.0	0.4	0.0	1.7
Total Delay (s/veh)	8.7	14.6	3.4	32.7	9.7	103.9	24.8
Queue Length 50th (ft)	1	588	34	215	389	56	0
Queue Length 95th (ft)	m4	556	122	m282	544	105	54
Internal Link Dist (ft)		520			820		
Turn Bay Length (ft)	100		250	100			
Base Capacity (vph)	163	3472	1128	539	4429	117	193
Starvation Cap Reductn	0	641	0	0	1941	0	0
Spillback Cap Reductn	0	206	0	0	0	0	48
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.67	0.18	0.55	0.69	0.41	0.46

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
103: Median Opening & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1824	200	287	1642	5	46	0	64	0	0	0
Future Volume (vph)	3	1824	200	287	1642	5	46	0	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0			
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00		1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00		0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00			
Satd. Flow (prot)	1770	5085	1583	1770	5083		1770		1583			
Flt Permitted	0.13	1.00	1.00	0.08	1.00		0.76		1.00			
Satd. Flow (perm)	240	5085	1583	142	5083		1410		1583			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	1900	208	299	1710	5	48	0	67	0	0	0
RTOR Reduction (vph)	0	0	48	0	0	0	0	0	63	0	0	0
Lane Group Flow (vph)	3	1900	160	299	1715	0	48	0	4	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm		Perm			
Protected Phases		2		1	6						8	
Permitted Phases	2		2	6			4		4	8		
Actuated Green, G (s)	122.9	122.9	122.9	156.8	156.8		11.2		11.2			
Effective Green, g (s)	122.9	122.9	122.9	156.8	156.8		11.2		11.2			
Actuated g/C Ratio	0.68	0.68	0.68	0.87	0.87		0.06		0.06			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0			
Lane Grp Cap (vph)	163	3471	1080	376	4427		87		98			
v/s Ratio Prot		0.37		c0.12	0.34							
v/s Ratio Perm	0.01		0.10	c0.57			c0.03		0.00			
v/c Ratio	0.02	0.55	0.15	0.80	0.39		0.55		0.04			
Uniform Delay, d1	9.2	14.5	10.1	45.3	2.3		82.0		79.4			
Progression Factor	0.65	0.88	0.79	0.52	3.82		1.00		1.00			
Incremental Delay, d2	0.2	0.6	0.3	8.7	0.2		7.4		0.2			
Delay (s)	6.1	13.3	8.2	32.3	8.8		89.3		79.5			
Level of Service	A	B	A	C	A		F		E			
Approach Delay (s/veh)		12.8			12.3			83.6			0.0	
Approach LOS		B			B			F			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

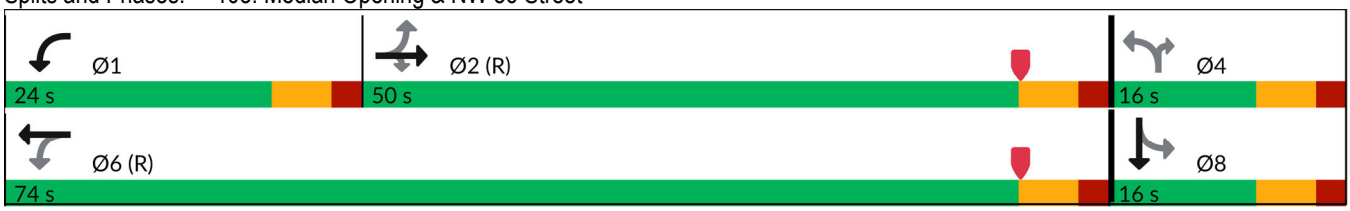
HCM 7th Edition methodology does not support Non-NEMA phasing.

Timings
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations								
Traffic Volume (vph)	3	1824	200	287	1642	46	64	
Future Volume (vph)	3	1824	200	287	1642	46	64	
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	
Protected Phases		2		1	6			8
Permitted Phases	2		2	6		4	4	
Detector Phase	2	2	2	1	6	4	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	21.0	22.5	16.0	16.0	16.0
Total Split (s)	50.0	50.0	50.0	24.0	74.0	16.0	16.0	16.0
Total Split (%)	55.6%	55.6%	55.6%	26.7%	82.2%	17.8%	17.8%	18%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	49.8	49.8	49.8	72.2	73.4	8.1	8.1	
Actuated g/C Ratio	0.55	0.55	0.55	0.80	0.82	0.09	0.09	
v/c Ratio	0.02	0.67	0.21	0.74	0.41	0.38	0.28	
Control Delay (s/veh)	4.0	9.8	1.2	32.4	7.8	46.5	5.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	4.0	9.8	1.2	32.4	7.8	46.5	5.4	
LOS	A	A	A	C	A	D	A	
Approach Delay (s/veh)		8.9			11.4			
Approach LOS		A			B			

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 10.5	Intersection LOS: B
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Median Opening & NW 36 Street



Queues
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	3	1900	208	299	1715	48	67
v/c Ratio	0.02	0.67	0.21	0.74	0.41	0.38	0.28
Control Delay (s/veh)	4.0	9.8	1.2	32.4	7.8	46.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.0	9.8	1.2	32.4	7.8	46.5	5.4
Queue Length 50th (ft)	0	210	16	193	370	26	0
Queue Length 95th (ft)	m1	313	23	m218	511	60	15
Internal Link Dist (ft)		520			820		
Turn Bay Length (ft)	100		250	100			
Base Capacity (vph)	133	2816	969	436	4145	156	272
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.67	0.21	0.69	0.41	0.31	0.25

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
103: Median Opening & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1824	200	287	1642	5	46	0	64	0	0	0
Future Volume (vph)	3	1824	200	287	1642	5	46	0	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0			
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00		1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00		0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00			
Satd. Flow (prot)	1770	5085	1583	1770	5083		1770		1583			
Flt Permitted	0.13	1.00	1.00	0.07	1.00		0.76		1.00			
Satd. Flow (perm)	240	5085	1583	136	5083		1410		1583			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	1900	208	299	1710	5	48	0	67	0	0	0
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	62	0	0	0
Lane Group Flow (vph)	3	1900	113	299	1715	0	48	0	5	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm		Perm			
Protected Phases		2		1	6						8	
Permitted Phases	2		2	6			4		4	8		
Actuated Green, G (s)	48.7	48.7	48.7	71.0	71.0		7.0		7.0			
Effective Green, g (s)	48.7	48.7	48.7	71.0	71.0		7.0		7.0			
Actuated g/C Ratio	0.54	0.54	0.54	0.79	0.79		0.08		0.08			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0			
Lane Grp Cap (vph)	129	2751	856	403	4009		109		123			
v/s Ratio Prot		0.37		c0.13	0.34							
v/s Ratio Perm	0.01		0.07	c0.45			c0.03		0.00			
v/c Ratio	0.02	0.69	0.13	0.74	0.43		0.44		0.04			
Uniform Delay, d1	9.6	15.1	10.2	23.6	3.0		39.6		38.4			
Progression Factor	0.30	0.56	0.54	1.16	2.43		1.00		1.00			
Incremental Delay, d2	0.3	1.4	0.3	5.6	0.3		2.8		0.1			
Delay (s)	3.2	9.8	5.8	33.0	7.6		42.5		38.5			
Level of Service	A	A	A	C	A		D		D			
Approach Delay (s/veh)		9.4			11.4			40.2			0.0	
Approach LOS		A			B			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 7th Edition methodology does not support Non-NEMA phasing.

Timings
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations								
Traffic Volume (vph)	3	1824	200	287	1642	46	64	
Future Volume (vph)	3	1824	200	287	1642	46	64	
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	
Protected Phases		2		1	6			8
Permitted Phases	2		2	6		4	4	
Detector Phase	2	2	2	1	6	4	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	21.0	22.5	16.0	16.0	16.0
Total Split (s)	50.0	50.0	50.0	24.0	74.0	16.0	16.0	16.0
Total Split (%)	55.6%	55.6%	55.6%	26.7%	82.2%	17.8%	17.8%	18%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	48.2	48.2	48.2	72.2	73.4	8.1	8.1	
Actuated g/C Ratio	0.54	0.54	0.54	0.80	0.82	0.09	0.09	
v/c Ratio	0.03	0.70	0.22	0.68	0.41	0.38	0.28	
Control Delay (s/veh)	4.0	11.0	1.3	28.3	4.2	46.5	5.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	4.0	11.0	1.3	28.3	4.2	46.5	5.4	
LOS	A	B	A	C	A	D	A	
Approach Delay (s/veh)		10.1			7.8			
Approach LOS		B			A			

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 9.3	Intersection LOS: A
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Median Opening & NW 36 Street

Queues
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	3	1900	208	299	1715	48	67
v/c Ratio	0.03	0.70	0.22	0.68	0.41	0.38	0.28
Control Delay (s/veh)	4.0	11.0	1.3	28.3	4.2	46.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.0	11.0	1.3	28.3	4.2	46.5	5.4
Queue Length 50th (ft)	0	280	23	121	168	26	0
Queue Length 95th (ft)	m1	313	23	m231	332	60	15
Internal Link Dist (ft)		520			820		
Turn Bay Length (ft)	100		250	100			
Base Capacity (vph)	116	2721	943	438	4145	156	272
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.70	0.22	0.68	0.41	0.31	0.25

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
103: Median Opening & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1824	200	287	1642	5	46	0	64	0	0	0
Future Volume (vph)	3	1824	200	287	1642	5	46	0	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0			
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00		1.00			
Frt	1.00	1.00	0.85	1.00	1.00		1.00		0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00			
Satd. Flow (prot)	1770	5085	1583	1770	5083		1770		1583			
Flt Permitted	0.12	1.00	1.00	0.08	1.00		0.76		1.00			
Satd. Flow (perm)	219	5085	1583	141	5083		1410		1583			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	1900	208	299	1710	5	48	0	67	0	0	0
RTOR Reduction (vph)	0	0	99	0	0	0	0	0	62	0	0	0
Lane Group Flow (vph)	3	1900	109	299	1715	0	48	0	5	0	0	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm		Perm			
Protected Phases		2		1	6						8	
Permitted Phases	2		2	6			4		4	8		
Actuated Green, G (s)	47.0	47.0	47.0	71.0	71.0		7.0		7.0			
Effective Green, g (s)	47.0	47.0	47.0	71.0	71.0		7.0		7.0			
Actuated g/C Ratio	0.52	0.52	0.52	0.79	0.79		0.08		0.08			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0			
Lane Grp Cap (vph)	114	2655	826	437	4009		109		123			
v/s Ratio Prot		0.37		c0.14	0.34							
v/s Ratio Perm	0.01		0.07	c0.40			c0.03		0.00			
v/c Ratio	0.03	0.72	0.13	0.68	0.43		0.44		0.04			
Uniform Delay, d1	10.4	16.4	11.0	18.7	3.0		39.6		38.4			
Progression Factor	0.30	0.59	0.59	0.91	1.29		1.00		1.00			
Incremental Delay, d2	0.4	1.6	0.3	3.4	0.3		2.8		0.1			
Delay (s)	3.5	11.2	6.8	20.4	4.2		42.5		38.5			
Level of Service	A	B	A	C	A		D		D			
Approach Delay (s/veh)		10.7			6.6			40.2			0.0	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

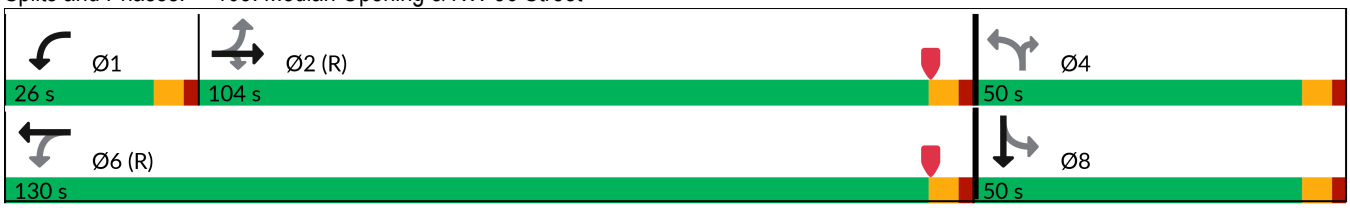
HCM 7th Edition methodology does not support Non-NEMA phasing.

Timings
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBT
Lane Configurations								
Traffic Volume (vph)	6	1845	44	31	1455	45	92	0
Future Volume (vph)	6	1845	44	31	1455	45	92	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA
Protected Phases		2		1	6			8
Permitted Phases	2		2	6		4	4	
Detector Phase	2	2	2	1	6	4	4	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	21.0	24.0	16.0	16.0	16.0
Total Split (s)	104.0	104.0	104.0	26.0	130.0	50.0	50.0	50.0
Total Split (%)	57.8%	57.8%	57.8%	14.4%	72.2%	27.8%	27.8%	27.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	139.0	139.0	139.0	155.8	155.8	12.2	12.2	12.2
Actuated g/C Ratio	0.77	0.77	0.77	0.87	0.87	0.07	0.07	0.07
v/c Ratio	0.04	0.55	0.04	0.15	0.39	0.56	0.52	0.05
Control Delay (s/veh)	7.5	9.9	1.5	3.4	2.9	102.5	21.2	0.6
Queue Delay	0.0	1.2	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	7.5	11.1	1.5	3.4	3.1	102.5	21.2	0.6
LOS	A	B	A	A	A	F	C	A
Approach Delay (s/veh)		10.9			3.1			0.6
Approach LOS		B			A			A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 9.0	Intersection LOS: A
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Median Opening & NW 36 Street



Queues
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	7	2171	52	36	1714	53	108	8
v/c Ratio	0.04	0.55	0.04	0.15	0.39	0.56	0.52	0.05
Control Delay (s/veh)	7.5	9.9	1.5	3.4	2.9	102.5	21.2	0.6
Queue Delay	0.0	1.2	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	7.5	11.1	1.5	3.4	3.1	102.5	21.2	0.6
Queue Length 50th (ft)	2	378	0	5	120	62	0	0
Queue Length 95th (ft)	8	418	11	12	155	106	54	0
Internal Link Dist (ft)		520			820			174
Turn Bay Length (ft)	100		250	100				
Base Capacity (vph)	185	3926	1200	281	4401	341	463	452
Starvation Cap Reductn	0	1421	0	0	1574	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.87	0.04	0.13	0.61	0.16	0.23	0.02

Intersection Summary

HCM Signalized Intersection Capacity Analysis
103: Median Opening & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1845	44	31	1455	2	45	0	92	3	0	3
Future Volume (vph)	6	1845	44	31	1455	2	45	0	92	3	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00		1.00		1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00		0.98		0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99		1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00		0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00		0.98	
Satd. Flow (prot)	1770	5085	1542	1770	5084		1754		1557		1671	
Flt Permitted	0.13	1.00	1.00	0.06	1.00		0.75		1.00		0.98	
Satd. Flow (perm)	240	5085	1542	112	5084		1389		1557		1671	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	7	2171	52	36	1712	2	53	0	108	4	0	4
RTOR Reduction (vph)	0	0	12	0	0	0	0	0	101	0	7	0
Lane Group Flow (vph)	7	2171	40	36	1714	0	53	0	7	0	1	0
Confl. Peds. (#/hr)			8	8			2		1	1		2
Confl. Bikes (#/hr)			2									1
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm		Perm	Perm	NA	
Protected Phases		2		1	6						8	
Permitted Phases	2		2	6			4		4	8		
Actuated Green, G (s)	137.8	137.8	137.8	155.8	155.8		12.2		12.2		12.2	
Effective Green, g (s)	137.8	137.8	137.8	155.8	155.8		12.2		12.2		12.2	
Actuated g/C Ratio	0.77	0.77	0.77	0.87	0.87		0.07		0.07		0.07	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	183	3892	1180	207	4400		94		105		113	
v/s Ratio Prot		c0.43		0.01	c0.34							
v/s Ratio Perm	0.03		0.03	0.14			c0.04		0.00		0.00	
v/c Ratio	0.04	0.56	0.03	0.17	0.39		0.56		0.07		0.00	
Uniform Delay, d1	5.1	8.6	5.1	5.8	2.5		81.3		78.6		78.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00		1.00		1.00	
Incremental Delay, d2	0.4	0.6	0.1	0.4	0.3		7.5		0.3		0.0	
Delay (s)	5.5	9.2	5.1	6.2	2.7		88.9		78.9		78.3	
Level of Service	A	A	A	A	A		F		E		E	
Approach Delay (s/veh)		9.1			2.8			82.2			78.3	
Approach LOS		A			A			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

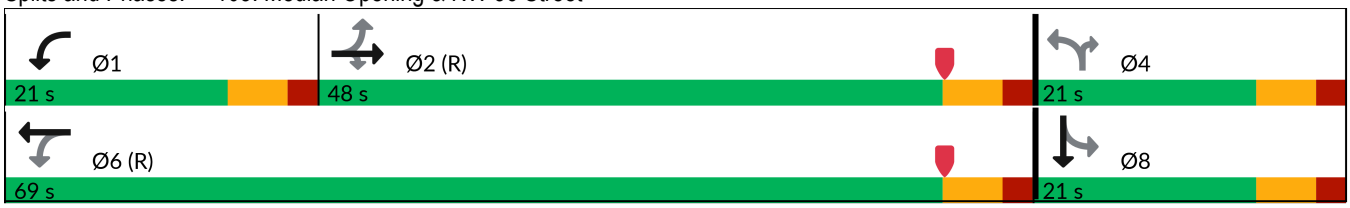
HCM 6th Edition methodology does not support Non-NEMA phasing.

Timings
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBT
Lane Configurations								
Traffic Volume (vph)	6	1845	44	31	1455	45	92	0
Future Volume (vph)	6	1845	44	31	1455	45	92	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA
Protected Phases		2		1	6			8
Permitted Phases	2		2	6		4	4	
Detector Phase	2	2	2	1	6	4	4	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	21.0	24.0	16.0	16.0	16.0
Total Split (s)	48.0	48.0	48.0	21.0	69.0	21.0	21.0	21.0
Total Split (%)	53.3%	53.3%	53.3%	23.3%	76.7%	23.3%	23.3%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	60.0	60.0	60.0	71.4	72.6	8.9	8.9	8.9
Actuated g/C Ratio	0.67	0.67	0.67	0.79	0.81	0.10	0.10	0.10
v/c Ratio	0.04	0.64	0.05	0.10	0.42	0.39	0.43	0.03
Control Delay (s/veh)	12.5	14.5	0.1	3.5	3.9	45.2	13.0	0.1
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.5	14.6	0.1	3.5	3.9	45.2	13.0	0.1
LOS	B	B	A	A	A	D	B	A
Approach Delay (s/veh)		14.2			3.9			0.1
Approach LOS		B			A			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 10.2	Intersection LOS: B
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Median Opening & NW 36 Street



Queues
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	7	2171	52	36	1714	53	108	8
v/c Ratio	0.04	0.64	0.05	0.10	0.42	0.39	0.43	0.03
Control Delay (s/veh)	12.5	14.5	0.1	3.5	3.9	45.2	13.0	0.1
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.5	14.6	0.1	3.5	3.9	45.2	13.0	0.1
Queue Length 50th (ft)	2	345	0	4	97	29	0	0
Queue Length 95th (ft)	9	408	0	11	133	59	39	0
Internal Link Dist (ft)		520			820			174
Turn Bay Length (ft)	100		250	100				
Base Capacity (vph)	160	3391	1060	370	4103	232	351	370
Starvation Cap Reductn	0	142	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.67	0.05	0.10	0.42	0.23	0.31	0.02

Intersection Summary

HCM Signalized Intersection Capacity Analysis
103: Median Opening & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1845	44	31	1455	2	45	0	92	3	0	3
Future Volume (vph)	6	1845	44	31	1455	2	45	0	92	3	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00		1.00		1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00		0.98		0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99		1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00		0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00		0.98	
Satd. Flow (prot)	1770	5085	1540	1770	5084		1757		1559		1674	
Flt Permitted	0.13	1.00	1.00	0.07	1.00		0.75		1.00		0.98	
Satd. Flow (perm)	240	5085	1540	122	5084		1392		1559		1674	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	7	2171	52	36	1712	2	53	0	108	4	0	4
RTOR Reduction (vph)	0	0	20	0	0	0	0	0	99	0	7	0
Lane Group Flow (vph)	7	2171	32	36	1714	0	53	0	9	0	1	0
Confl. Peds. (#/hr)			8	8			2		1	1		2
Confl. Bikes (#/hr)			2									1
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm		Perm	Perm	NA	
Protected Phases		2		1	6						8	
Permitted Phases	2		2	6			4		4	8		
Actuated Green, G (s)	55.2	55.2	55.2	70.2	70.2		7.8		7.8		7.8	
Effective Green, g (s)	55.2	55.2	55.2	70.2	70.2		7.8		7.8		7.8	
Actuated g/C Ratio	0.61	0.61	0.61	0.78	0.78		0.09		0.09		0.09	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	147	3118	944	259	3965		120		135		145	
v/s Ratio Prot		c0.43		0.01	c0.34							
v/s Ratio Perm	0.03		0.02	0.09			c0.04		0.01		0.00	
v/c Ratio	0.05	0.70	0.03	0.14	0.43		0.44		0.07		0.00	
Uniform Delay, d1	6.9	11.7	6.9	7.3	3.3		39.0		37.8		37.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00		1.00		1.00	
Incremental Delay, d2	0.6	1.3	0.1	0.2	0.3		2.6		0.2		0.0	
Delay (s)	7.5	13.1	6.9	7.5	3.6		41.6		38.0		37.6	
Level of Service	A	B	A	A	A		D		D		D	
Approach Delay (s/veh)		12.9			3.7			39.2			37.6	
Approach LOS		B			A			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Edition methodology does not support Non-NEMA phasing.

Timings
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBT
Lane Configurations								
Traffic Volume (vph)	6	1845	44	31	1455	45	92	0
Future Volume (vph)	6	1845	44	31	1455	45	92	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA
Protected Phases		2		1	6			8
Permitted Phases	2		2	6		4	4	
Detector Phase	2	2	2	1	6	4	4	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	21.0	24.0	16.0	16.0	16.0
Total Split (s)	48.0	48.0	48.0	21.0	69.0	21.0	21.0	21.0
Total Split (%)	53.3%	53.3%	53.3%	23.3%	76.7%	23.3%	23.3%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	60.0	60.0	60.0	71.4	72.6	8.9	8.9	8.9
Actuated g/C Ratio	0.67	0.67	0.67	0.79	0.81	0.10	0.10	0.10
v/c Ratio	0.05	0.64	0.05	0.10	0.42	0.39	0.43	0.03
Control Delay (s/veh)	12.7	14.5	0.1	7.7	3.9	45.2	13.0	0.1
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.7	14.6	0.1	7.7	3.9	45.2	13.0	0.1
LOS	B	B	A	A	A	D	B	A
Approach Delay (s/veh)		14.2			3.9			0.1
Approach LOS		B			A			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 10.2	Intersection LOS: B
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Median Opening & NW 36 Street

Queues
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	7	2171	52	36	1714	53	108	8
v/c Ratio	0.05	0.64	0.05	0.10	0.42	0.39	0.43	0.03
Control Delay (s/veh)	12.7	14.5	0.1	7.7	3.9	45.2	13.0	0.1
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.7	14.6	0.1	7.7	3.9	45.2	13.0	0.1
Queue Length 50th (ft)	2	345	0	4	97	29	0	0
Queue Length 95th (ft)	10	408	0	11	133	59	39	0
Internal Link Dist (ft)		520			820			174
Turn Bay Length (ft)	100		250	100				
Base Capacity (vph)	146	3391	1060	370	4103	232	351	370
Starvation Cap Reductn	0	142	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.67	0.05	0.10	0.42	0.23	0.31	0.02

Intersection Summary

HCM Signalized Intersection Capacity Analysis
103: Median Opening & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1845	44	31	1455	2	45	0	92	3	0	3
Future Volume (vph)	6	1845	44	31	1455	2	45	0	92	3	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00		1.00		1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00		0.98		0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99		1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00		0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00		0.98	
Satd. Flow (prot)	1770	5085	1540	1770	5084		1757		1559		1674	
Flt Permitted	0.12	1.00	1.00	0.07	1.00		0.75		1.00		0.98	
Satd. Flow (perm)	220	5085	1540	122	5084		1392		1559		1674	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	7	2171	52	36	1712	2	53	0	108	4	0	4
RTOR Reduction (vph)	0	0	20	0	0	0	0	0	99	0	7	0
Lane Group Flow (vph)	7	2171	32	36	1714	0	53	0	9	0	1	0
Confl. Peds. (#/hr)			8	8			2		1	1		2
Confl. Bikes (#/hr)			2									1
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm		Perm	Perm	NA	
Protected Phases		2		1	6						8	
Permitted Phases	2		2	6			4		4	8		
Actuated Green, G (s)	55.2	55.2	55.2	70.2	70.2		7.8		7.8		7.8	
Effective Green, g (s)	55.2	55.2	55.2	70.2	70.2		7.8		7.8		7.8	
Actuated g/C Ratio	0.61	0.61	0.61	0.78	0.78		0.09		0.09		0.09	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	134	3118	944	259	3965		120		135		145	
v/s Ratio Prot		c0.43		0.01	c0.34							
v/s Ratio Perm	0.03		0.02	0.09			c0.04		0.01		0.00	
v/c Ratio	0.05	0.70	0.03	0.14	0.43		0.44		0.07		0.00	
Uniform Delay, d1	7.0	11.7	6.9	11.7	3.3		39.0		37.8		37.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00		1.00		1.00	
Incremental Delay, d2	0.7	1.3	0.1	0.2	0.3		2.6		0.2		0.0	
Delay (s)	7.7	13.1	6.9	12.0	3.6		41.6		38.0		37.6	
Level of Service	A	B	A	B	A		D		D		D	
Approach Delay (s/veh)		12.9			3.8			39.2			37.6	
Approach LOS		B			A			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

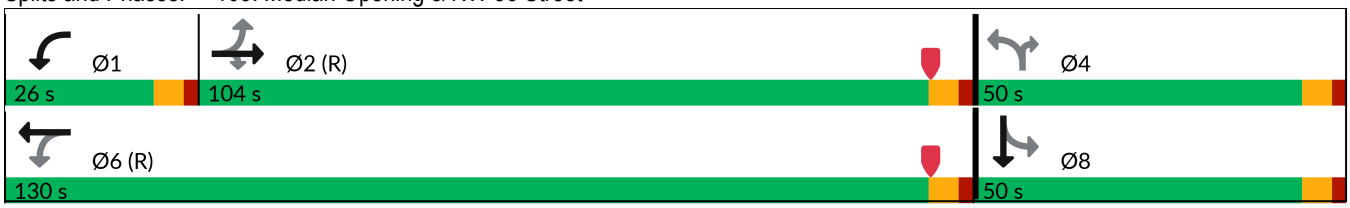
c Critical Lane Group

HCM 6th Edition methodology does not support Non-NEMA phasing.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBT
Lane Configurations								
Traffic Volume (vph)	6	1827	111	124	1429	186	286	0
Future Volume (vph)	6	1827	111	124	1429	186	286	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA
Protected Phases		2		1	6			8
Permitted Phases	2		2	6		4	4	
Detector Phase	2	2	2	1	6	4	4	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	21.0	24.0	16.0	16.0	16.0
Total Split (s)	104.0	104.0	104.0	26.0	130.0	50.0	50.0	50.0
Total Split (%)	57.8%	57.8%	57.8%	14.4%	72.2%	27.8%	27.8%	27.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	111.8	111.8	111.8	134.5	134.5	33.5	33.5	33.5
Actuated g/C Ratio	0.62	0.62	0.62	0.75	0.75	0.19	0.19	0.19
v/c Ratio	0.05	0.68	0.13	0.67	0.44	0.85	0.76	0.02
Control Delay (s/veh)	18.2	25.1	7.2	54.3	9.6	97.0	40.4	0.1
Queue Delay	0.0	14.6	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	18.2	39.7	7.2	54.3	9.9	97.0	40.4	0.1
LOS	B	D	A	D	A	F	D	A
Approach Delay (s/veh)		37.8			13.4			0.1
Approach LOS		D			B			A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 31.2	Intersection LOS: C
Intersection Capacity Utilization 78.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: Median Opening & NW 36 Street



Queues
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	7	2149	131	146	1683	219	336	8
v/c Ratio	0.05	0.68	0.13	0.67	0.44	0.85	0.76	0.02
Control Delay (s/veh)	18.2	25.1	7.2	54.3	9.6	97.0	40.4	0.1
Queue Delay	0.0	14.6	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	18.2	39.7	7.2	54.3	9.9	97.0	40.4	0.1
Queue Length 50th (ft)	3	575	22	101	253	253	174	0
Queue Length 95th (ft)	13	701	58	174	321	315	247	0
Internal Link Dist (ft)		520			820			174
Turn Bay Length (ft)	100		250	100				
Base Capacity (vph)	154	3158	985	248	3800	341	523	452
Starvation Cap Reductn	0	1043	0	0	1165	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	1.02	0.13	0.59	0.64	0.64	0.64	0.02

Intersection Summary

HCM Signalized Intersection Capacity Analysis
103: Median Opening & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1827	111	124	1429	2	186	0	286	3	0	3
Future Volume (vph)	6	1827	111	124	1429	2	186	0	286	3	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00		1.00		1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00		0.99		0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00		1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00		0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00		0.98	
Satd. Flow (prot)	1770	5085	1540	1770	5084		1764		1562		1679	
Flt Permitted	0.13	1.00	1.00	0.04	1.00		0.75		1.00		0.98	
Satd. Flow (perm)	248	5085	1540	83	5084		1397		1562		1679	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	7	2149	131	146	1681	2	219	0	336	4	0	4
RTOR Reduction (vph)	0	0	30	0	0	0	0	0	153	0	7	0
Lane Group Flow (vph)	7	2149	101	146	1683	0	219	0	183	0	1	0
Confl. Peds. (#/hr)			8	8			2		1	1		2
Confl. Bikes (#/hr)			2									1
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm		Perm	Perm	NA	
Protected Phases		2		1	6						8	
Permitted Phases	2		2	6			4		4	8		
Actuated Green, G (s)	111.8	111.8	111.8	134.5	134.5		33.5		33.5		33.5	
Effective Green, g (s)	111.8	111.8	111.8	134.5	134.5		33.5		33.5		33.5	
Actuated g/C Ratio	0.62	0.62	0.62	0.75	0.75		0.19		0.19		0.19	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	154	3158	956	218	3798		259		290		312	
v/s Ratio Prot		0.42		c0.06	0.33							
v/s Ratio Perm	0.03		0.07	c0.44			c0.16		0.12		0.00	
v/c Ratio	0.05	0.68	0.11	0.67	0.44		0.85		0.63		0.00	
Uniform Delay, d1	13.3	22.4	13.8	47.6	8.6		70.8		67.6		59.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00		1.00		1.00	
Incremental Delay, d2	0.6	1.2	0.2	7.6	0.4		21.6		4.4		0.0	
Delay (s)	13.9	23.6	14.0	55.2	9.0		92.3		72.0		59.7	
Level of Service	B	C	B	E	A		F		E		E	
Approach Delay (s/veh)		23.0			12.7			80.0			59.7	
Approach LOS		C			B			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

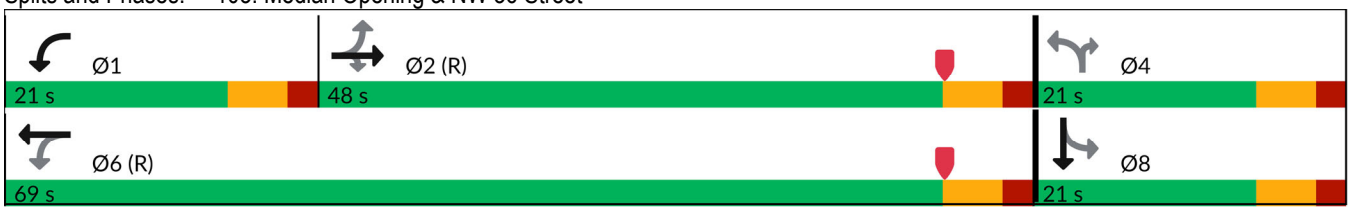
HCM 6th Edition methodology does not support Non-NEMA phasing.

Timings
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBT
Lane Configurations								
Traffic Volume (vph)	6	1827	111	124	1429	186	286	0
Future Volume (vph)	6	1827	111	124	1429	186	286	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA
Protected Phases		2		1	6			8
Permitted Phases	2		2	6		4	4	
Detector Phase	2	2	2	1	6	4	4	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	21.0	24.0	16.0	16.0	16.0
Total Split (s)	48.0	48.0	48.0	21.0	69.0	21.0	21.0	21.0
Total Split (%)	53.3%	53.3%	53.3%	23.3%	76.7%	23.3%	23.3%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	42.0	42.0	42.0	63.0	63.0	15.0	15.0	15.0
Actuated g/C Ratio	0.47	0.47	0.47	0.70	0.70	0.17	0.17	0.17
v/c Ratio	0.06	0.91	0.17	0.39	0.47	0.94	0.67	0.02
Control Delay (s/veh)	15.0	29.1	3.2	12.4	6.6	85.8	14.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	29.1	3.2	12.4	6.6	85.8	14.5	0.1
LOS	B	C	A	B	A	F	B	A
Approach Delay (s/veh)		27.5			7.0			0.1
Approach LOS		C			A			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 21.3	Intersection LOS: C
Intersection Capacity Utilization 78.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: Median Opening & NW 36 Street



Queues
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	7	2149	131	146	1683	219	336	8
v/c Ratio	0.06	0.91	0.17	0.39	0.47	0.94	0.67	0.02
Control Delay (s/veh)	15.0	29.1	3.2	12.4	6.6	85.8	14.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	29.1	3.2	12.4	6.6	85.8	14.5	0.1
Queue Length 50th (ft)	2	397	0	23	134	125	24	0
Queue Length 95th (ft)	10	426	25	68	148	#240	91	0
Internal Link Dist (ft)		520			820			174
Turn Bay Length (ft)	100		250	100				
Base Capacity (vph)	115	2373	786	377	3559	232	500	370
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.91	0.17	0.39	0.47	0.94	0.67	0.02

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
103: Median Opening & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1827	111	124	1429	2	186	0	286	3	0	3
Future Volume (vph)	6	1827	111	124	1429	2	186	0	286	3	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00		1.00		1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00		0.99		0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00		1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00		0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00		0.98	
Satd. Flow (prot)	1770	5085	1536	1770	5084		1763		1562		1679	
Flt Permitted	0.13	1.00	1.00	0.08	1.00		0.75		1.00		0.98	
Satd. Flow (perm)	248	5085	1536	155	5084		1397		1562		1679	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	7	2149	131	146	1681	2	219	0	336	4	0	4
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	240	0	7	0
Lane Group Flow (vph)	7	2149	61	146	1683	0	219	0	96	0	1	0
Confl. Peds. (#/hr)			8	8			2		1	1		2
Confl. Bikes (#/hr)			2									1
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm		Perm	Perm	NA	
Protected Phases		2		1	6						8	
Permitted Phases	2		2	6			4		4	8		
Actuated Green, G (s)	42.0	42.0	42.0	63.0	63.0		15.0		15.0		15.0	
Effective Green, g (s)	42.0	42.0	42.0	63.0	63.0		15.0		15.0		15.0	
Actuated g/C Ratio	0.47	0.47	0.47	0.70	0.70		0.17		0.17		0.17	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	115	2373	716	377	3558		232		260		279	
v/s Ratio Prot		c0.42		0.06	c0.33							
v/s Ratio Perm	0.03		0.04	0.21			c0.16		0.06		0.00	
v/c Ratio	0.06	0.91	0.09	0.39	0.47		0.94		0.37		0.00	
Uniform Delay, d1	13.2	22.2	13.3	14.2	6.1		37.1		33.3		31.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00		1.00		1.00	
Incremental Delay, d2	1.0	6.3	0.2	0.7	0.5		43.4		0.9		0.0	
Delay (s)	14.2	28.5	13.6	14.9	6.5		80.5		34.2		31.3	
Level of Service	B	C	B	B	A		F		C		C	
Approach Delay (s/veh)		27.6			7.2			52.5			31.3	
Approach LOS		C			A			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Edition methodology does not support Non-NEMA phasing.

Timings
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBT
Lane Configurations								
Traffic Volume (vph)	6	1827	111	124	1429	186	286	0
Future Volume (vph)	6	1827	111	124	1429	186	286	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA
Protected Phases		2		1	6			8
Permitted Phases	2		2	6		4	4	
Detector Phase	2	2	2	1	6	4	4	8
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	21.0	24.0	16.0	16.0	16.0
Total Split (s)	48.0	48.0	48.0	21.0	69.0	21.0	21.0	21.0
Total Split (%)	53.3%	53.3%	53.3%	23.3%	76.7%	23.3%	23.3%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	42.0	42.0	42.0	63.0	63.0	15.0	15.0	15.0
Actuated g/C Ratio	0.47	0.47	0.47	0.70	0.70	0.17	0.17	0.17
v/c Ratio	0.08	0.91	0.17	0.39	0.47	0.94	0.67	0.02
Control Delay (s/veh)	15.8	29.1	3.2	22.5	6.6	85.8	14.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.8	29.1	3.2	22.5	6.6	85.8	14.5	0.1
LOS	B	C	A	C	A	F	B	A
Approach Delay (s/veh)		27.5			7.9			0.1
Approach LOS		C			A			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 21.6	Intersection LOS: C
Intersection Capacity Utilization 78.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: Median Opening & NW 36 Street

Queues
103: Median Opening & NW 36 Street

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	7	2149	131	146	1683	219	336	8
v/c Ratio	0.08	0.91	0.17	0.39	0.47	0.94	0.67	0.02
Control Delay (s/veh)	15.8	29.1	3.2	22.5	6.6	85.8	14.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.8	29.1	3.2	22.5	6.6	85.8	14.5	0.1
Queue Length 50th (ft)	2	397	0	23	134	125	24	0
Queue Length 95th (ft)	10	426	25	68	148	#240	91	0
Internal Link Dist (ft)		520			820			174
Turn Bay Length (ft)	100		250	100				
Base Capacity (vph)	93	2373	786	377	3559	232	500	370
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.91	0.17	0.39	0.47	0.94	0.67	0.02

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
103: Median Opening & NW 36 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1827	111	124	1429	2	186	0	286	3	0	3
Future Volume (vph)	6	1827	111	124	1429	2	186	0	286	3	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00		1.00		1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00		0.99		0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00		1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00		0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00		0.98	
Satd. Flow (prot)	1770	5085	1536	1770	5084		1763		1562		1679	
Flt Permitted	0.11	1.00	1.00	0.08	1.00		0.75		1.00		0.98	
Satd. Flow (perm)	201	5085	1536	155	5084		1397		1562		1679	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	7	2149	131	146	1681	2	219	0	336	4	0	4
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	240	0	7	0
Lane Group Flow (vph)	7	2149	61	146	1683	0	219	0	96	0	1	0
Confl. Peds. (#/hr)			8	8			2		1	1		2
Confl. Bikes (#/hr)			2									1
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm		Perm	Perm	NA	
Protected Phases		2		1	6						8	
Permitted Phases	2		2	6			4		4	8		
Actuated Green, G (s)	42.0	42.0	42.0	63.0	63.0		15.0		15.0		15.0	
Effective Green, g (s)	42.0	42.0	42.0	63.0	63.0		15.0		15.0		15.0	
Actuated g/C Ratio	0.47	0.47	0.47	0.70	0.70		0.17		0.17		0.17	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	93	2373	716	377	3558		232		260		279	
v/s Ratio Prot		c0.42		0.06	c0.33							
v/s Ratio Perm	0.03		0.04	0.21			c0.16		0.06		0.00	
v/c Ratio	0.08	0.91	0.09	0.39	0.47		0.94		0.37		0.00	
Uniform Delay, d1	13.3	22.2	13.3	24.7	6.1		37.1		33.3		31.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00		1.00		1.00	
Incremental Delay, d2	1.6	6.3	0.2	0.7	0.5		43.4		0.9		0.0	
Delay (s)	14.8	28.5	13.6	25.3	6.5		80.5		34.2		31.3	
Level of Service	B	C	B	C	A		F		C		C	
Approach Delay (s/veh)		27.6			8.0			52.5			31.3	
Approach LOS		C			A			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Edition methodology does not support Non-NEMA phasing.