The Lofts at Trumbo

Trumbo Road

Key West, Florida

TRAFFIC IMPACT STUDY

prepared for:
Smith Hawks, PL

KBP CONSULTING, INC.

March 2026

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Trumbo Road

Key West, Florida

Traffic Impact Study

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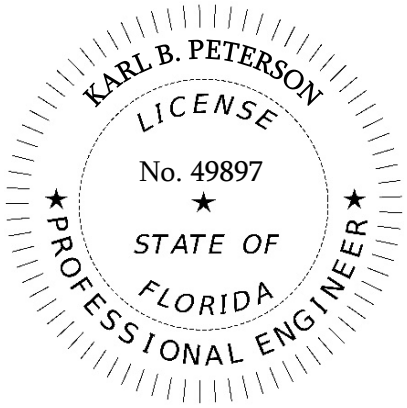
Prepared for:

Smith Hawks, PL

Prepared by:

KBP Consulting, Inc.

APPROVED BY:



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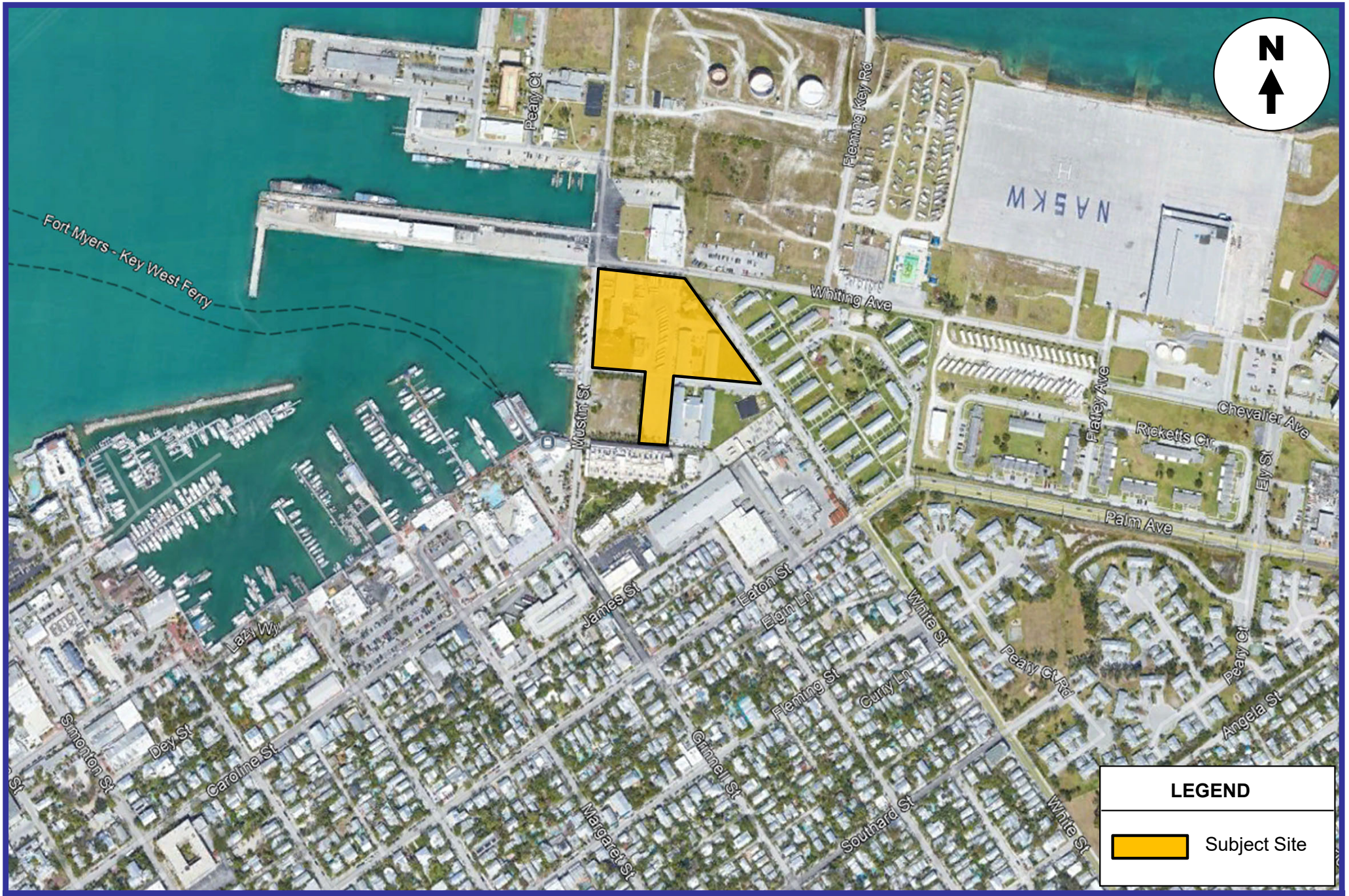
INTRODUCTION

The Lofts at Trumbo is a proposed affordable housing residential development to be located in the southeast corner of the intersection at Trumbo Road and Whiting Avenue in Key West, Monroe County, Florida. More specifically, the site is located at 241 Trumbo Road and at 240 White Street. The location of this project site is illustrated graphically in Figure 1 on the following page.

KBP Consulting, Inc. has been retained by Smith Hawks, PL to prepare a traffic impact study in connection with the development of this project. This study addresses the trip generation, and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Analyses
7. Summary & Conclusions



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Project Location Map

FIGURE 1
The Lofts at Trumbo
Key West, Florida

Existing Land Use and Access

The subject site is approximately 5.909 acres (257,396 square feet) and the Parcel ID Numbers are 00001720-000100 and 00001720-000300. The existing development on these parcels consists of multiple School Board of Monroe County office / maintenance buildings.

Proposed Land Use and Access

A four-story residential building with 150 affordable housing dwelling units is proposed to be constructed on the subject site. The site will be served by one (1) full access driveway on Trumbo Road. The proposed project is anticipated to be built and occupied by 2028. Appendix A contains the preliminary site plan for the project.

EXISTING CONDITIONS

This section of the report addresses the transportation system located in the vicinity of The Lofts at Trumbo site in Key West, Florida.

Roadway System

Within the limits of the project study area, Trumbo Road, Grinnell Street, and Caroline Street are locally maintained, two-lane, two-way streets. These roadways will be directly impacted by the traffic associated with the proposed residential development.

Transit Service

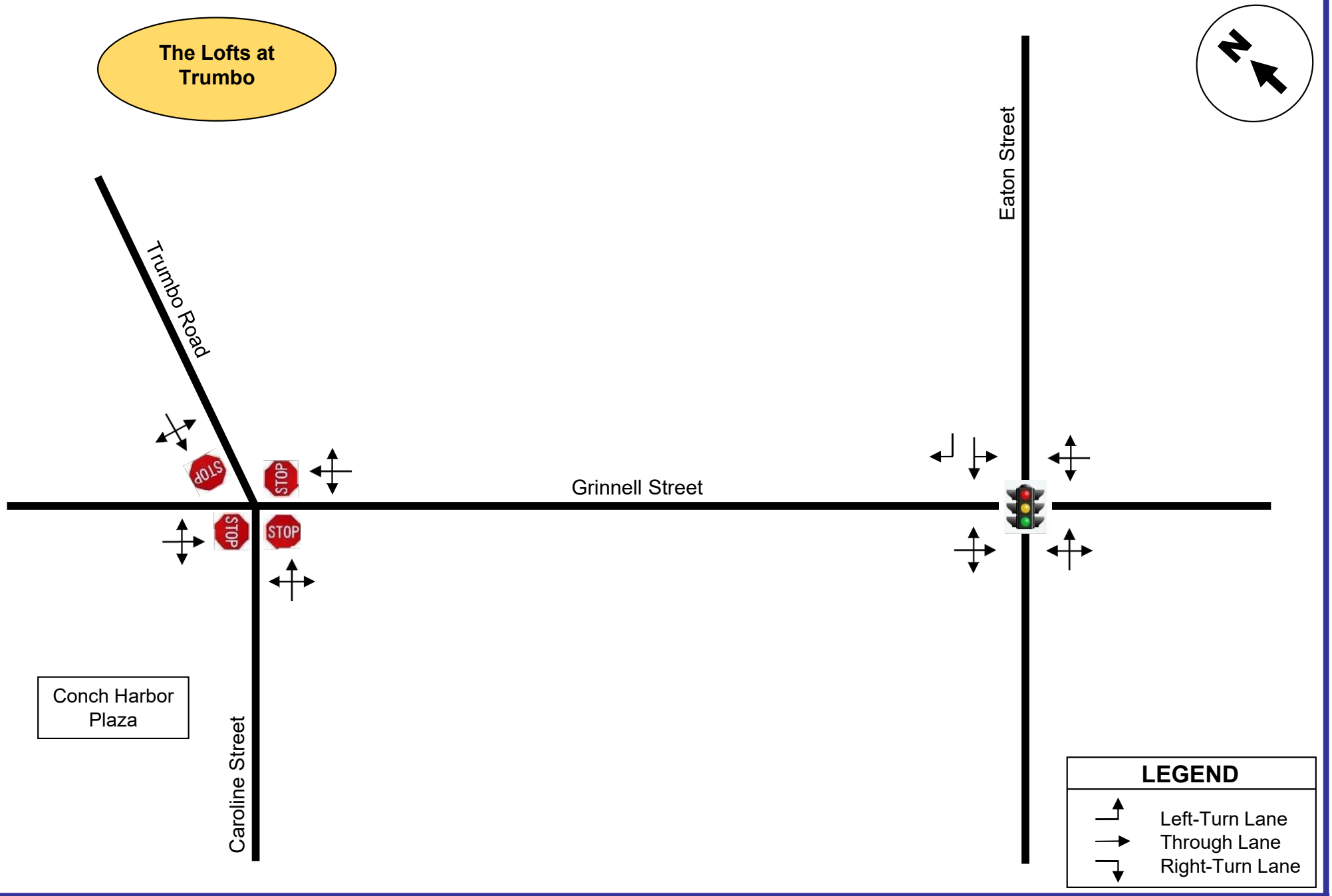
The Lower Keys Shuttle provides transit service between Key Colony Beach and Key West. This service operates seven (7) days per week generally between 5:30 AM and 10:00 PM. In the immediate area of The Lofts at Trumbo, this route travels northbound on Grinnell Street and turns to travel westbound on Caroline Street where there is a transit stop near the southwest corner of the Conch Harbor Plaza. This transit stop is located approximately 1,000 feet from The Lofts at Trumbo site.

Study Intersections

Two (2) intersections were identified as the locations to be evaluated as part of this traffic impact analysis. The study intersections are:

- Grinnell Street and Trumbo Road / Caroline Street (unsignalized)
- Grinnell Street and Eaton Street (signalized)

Figure 2 depicts the existing lane geometry of the study intersections.



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Existing Lane Geometry

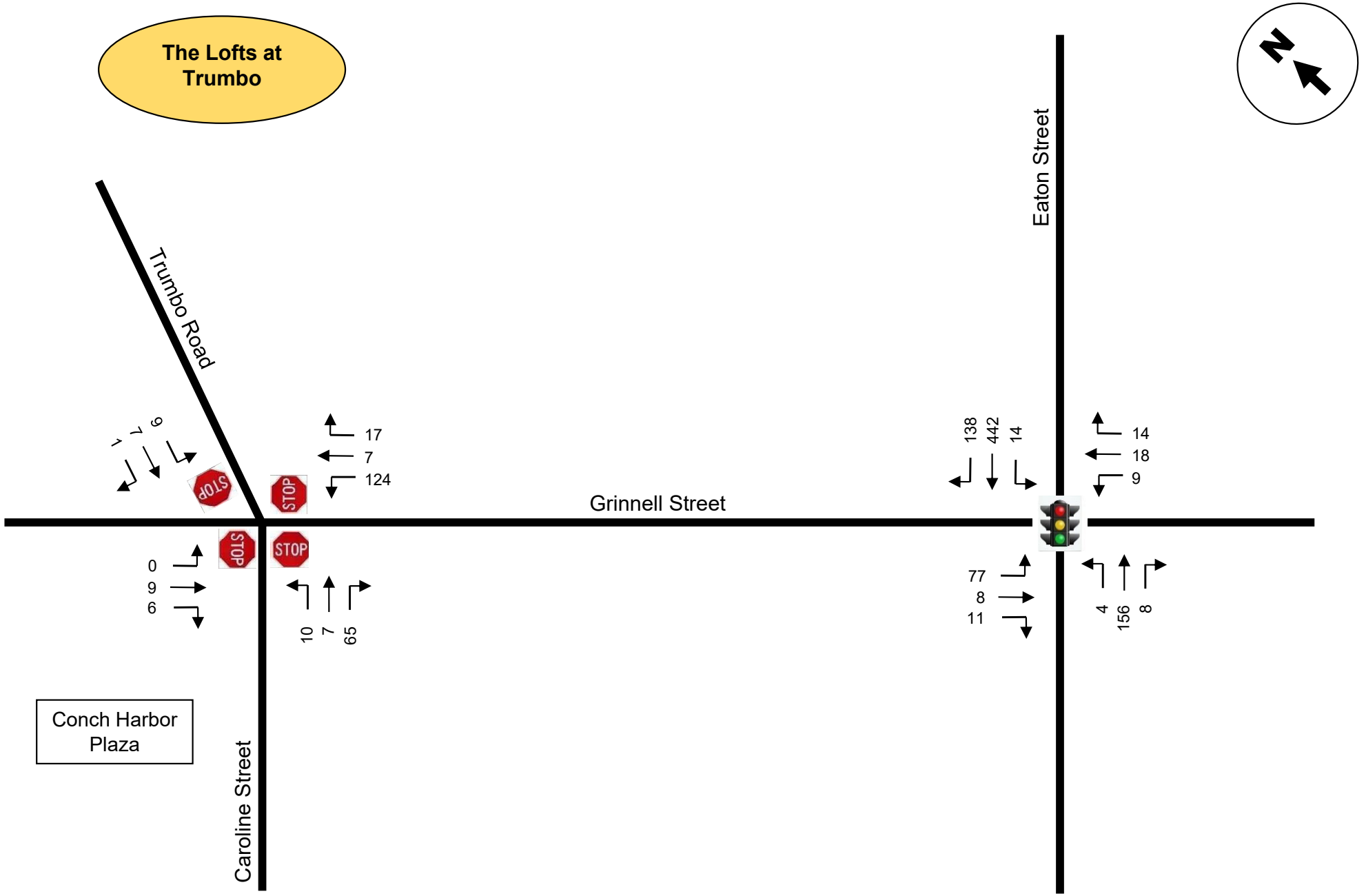
FIGURE 2
The Lofts at Trumbo
Key West, Florida

TRAFFIC COUNTS

KBP Consulting, Inc., in association with Video Data Solutions, Inc. collected intersection turning movement counts at the following locations:

- Grinnell Street and Trumbo Road / Caroline Street
- Grinnell Street and Eaton Street

Weekday intersection turning movement counts were collected on Thursday, February 26, 2026, during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00 PM to 6:00 PM). Figures 3 and 4 summarize the results of this traffic data collection effort. The counts presented in these figures do not require a peak season conversion factor as they were collected during the peak season. Appendix B contains the traffic data as collected in the field and Appendix C contains the 2024 peak season factor category report published by the Florida Department of Transportation (FDOT) for Monroe County.



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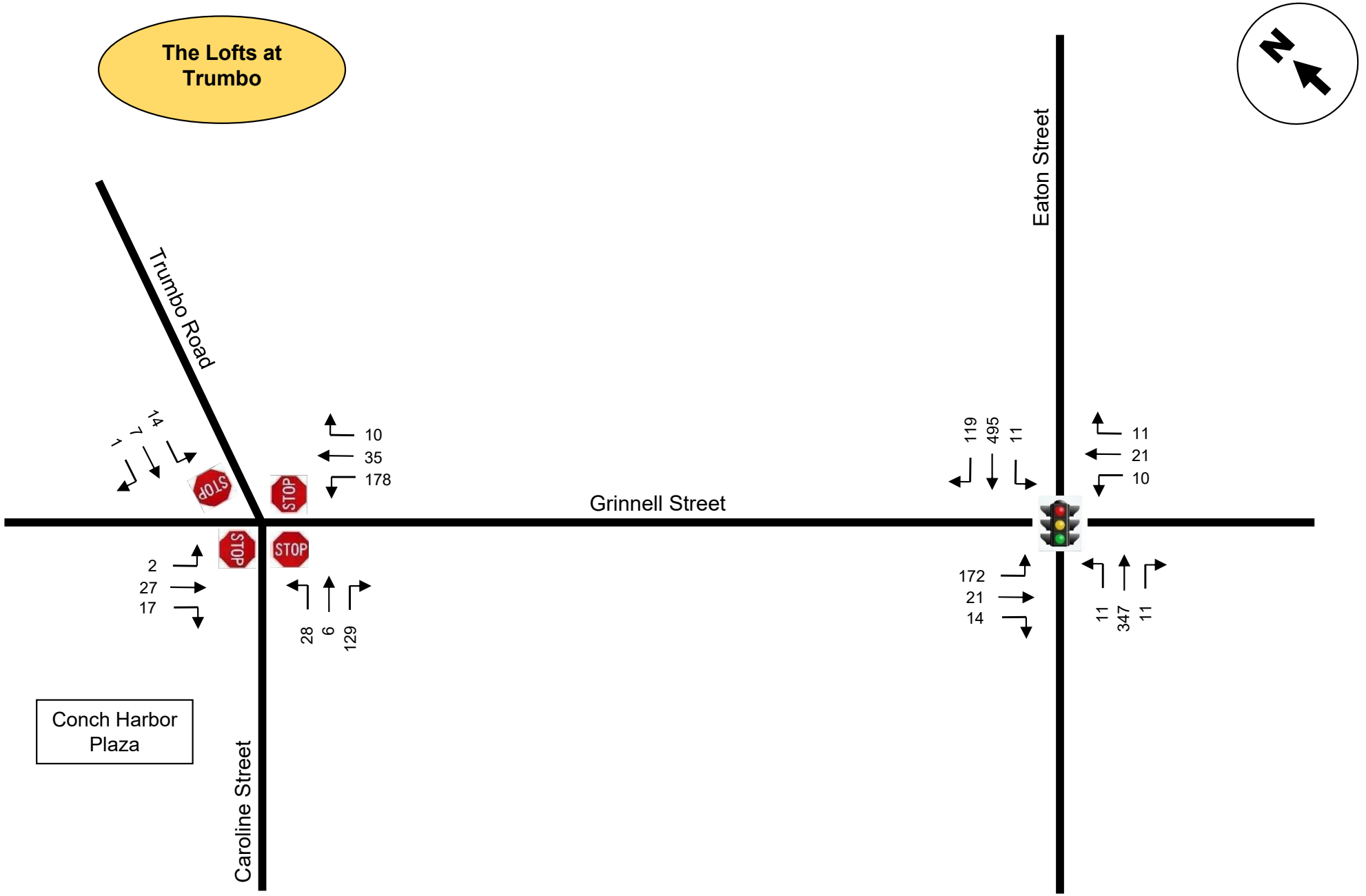
Existing (2026) AM Peak Hour Traffic Counts

Source: Video Data Solutions, Inc.

FIGURE 3
The Lofts at Trumbo
Key West, Florida



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Existing (2026) PM Peak Hour Traffic Counts

Source: Video Data Solutions, Inc.

FIGURE 4
The Lofts at Trumbo
Key West, Florida

TRIP GENERATION

The trip generation analysis for The Lofts at Trumbo project was based upon information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (12th Edition)*. According to the subject ITE manual, the most appropriate land use category for the proposed development is Land Use #221 – Multifamily Housing (Mid-Rise) in a dense multi-use urban setting. The trip generation rates and equations used to determine the vehicle trips associated with this analysis are presented below and excerpts from the ITE report are presented in Appendix D.

ITE Land Use #221 – Multifamily Housing (Mid-Rise) – Dense Multi-Use Urban Setting

- Weekday: T = 2.93 (X)
  where T = number of trips and X = number of dwelling units
- AM Peak Hour: T = 0.25 (X) + 5.35 (14% in / 86% out)
- PM Peak Hour: T = 0.29 (X) – 6.26 (74% in / 26% out)

Table 1 below summarizes the vehicle trips associated with the proposed residential development to be located in the City of Key West, Florida.

Table 1
The Lofts at Trumbo
Trip Generation Analysis
Key West, Florida

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed								
Multifamily Housing (Mid-Rise) [1]	150 DU	440	6	37	43	27	10	37

[1] *Setting / Location: Dense Multi-Use Urban*
Compiled by: KBP Consulting, Inc. (March 2026).
Source: ITE Trip Generation Manual (12th Edition).

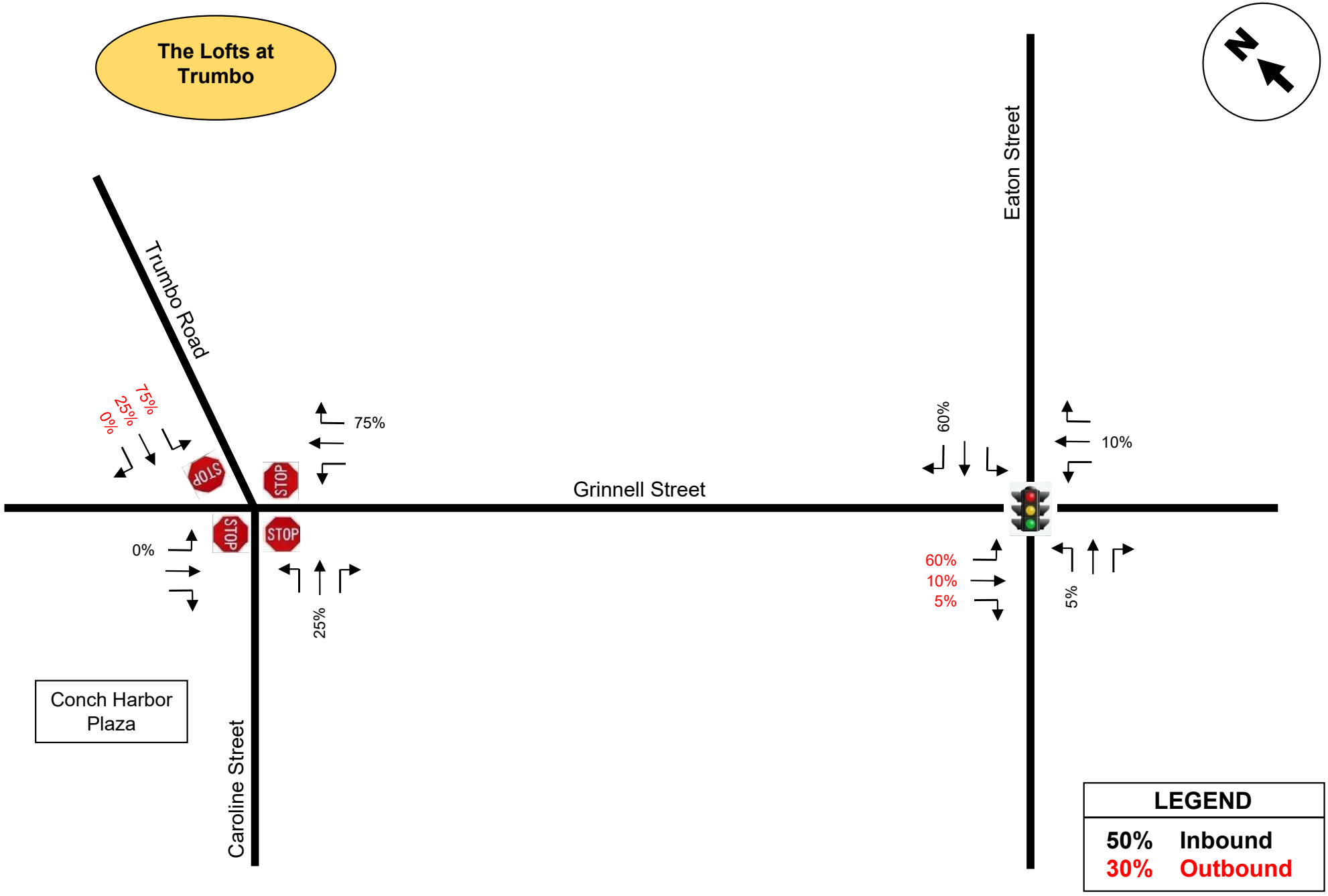
As indicated in Table 1 above, The Lofts at Trumbo development is projected to generate 440 daily vehicle trips, 43 vehicle trips during the AM peak hour (6 inbound and 37 outbound), and 37 vehicle trips during the PM peak hour (27 inbound and 10 outbound). In order to present a more conservative analysis, vehicle trips associated with the existing Monroe County School Board development on the site (i.e. office and maintenance facilities) have not been considered.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the proposed affordable multifamily project was developed based upon knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. The resulting trip distribution is as follows:

- 75% to and from the south via Grinnell Street
    - 60% to and from the east via Eaton Street
    - 10% to and from the south via Grinnell Street
    - 5% to and from the west via Eaton Street
- 25% to and from the west via Caroline Street

This resulting trip distribution at the study intersections is presented in Figure 5. The anticipated AM and PM peak hour trip assignments for the project are based upon the estimated trip distribution patterns and are presented in Figures 6 and 7.



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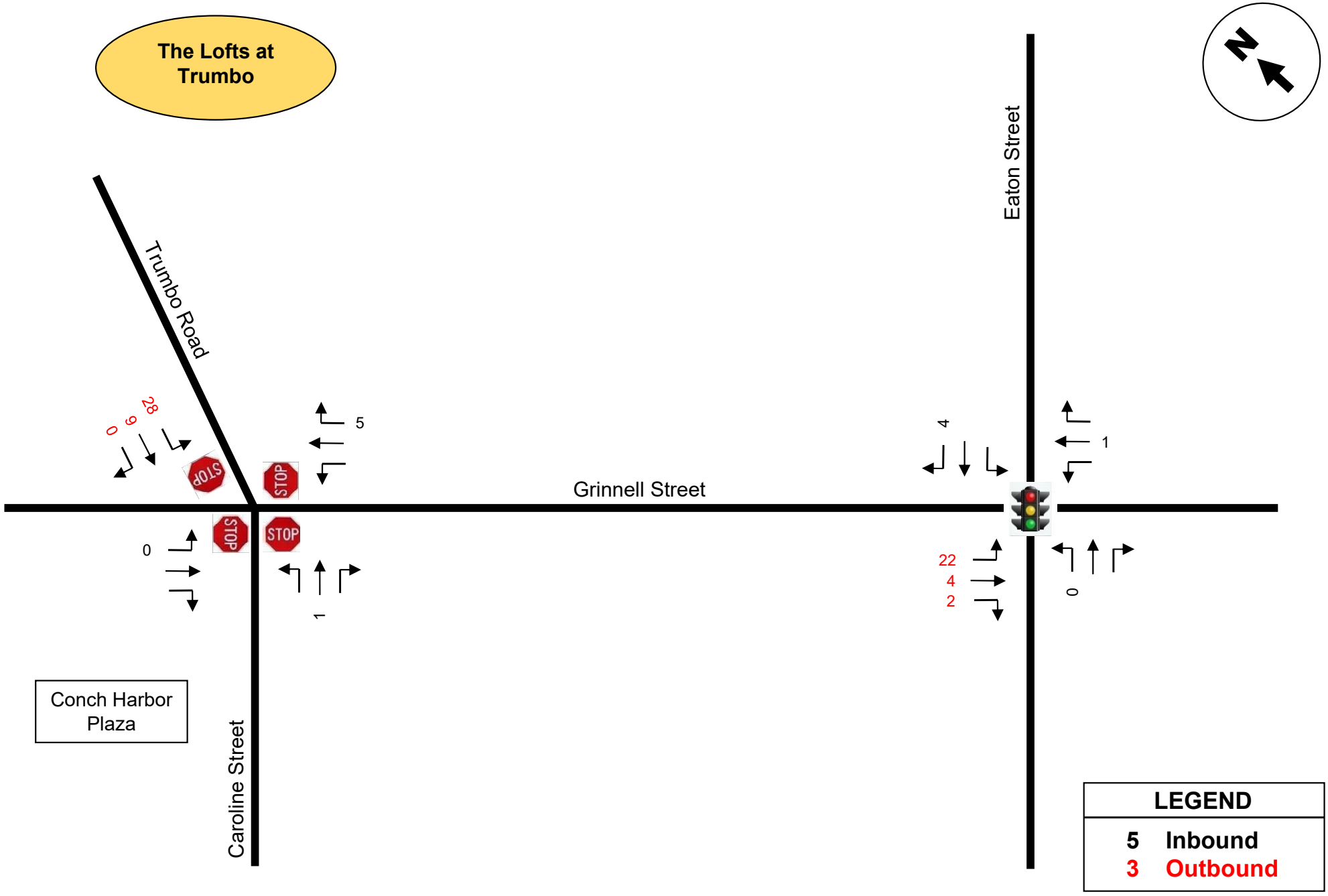
Trip Distribution

FIGURE 5
The Lofts at Trumbo
Key West, Florida



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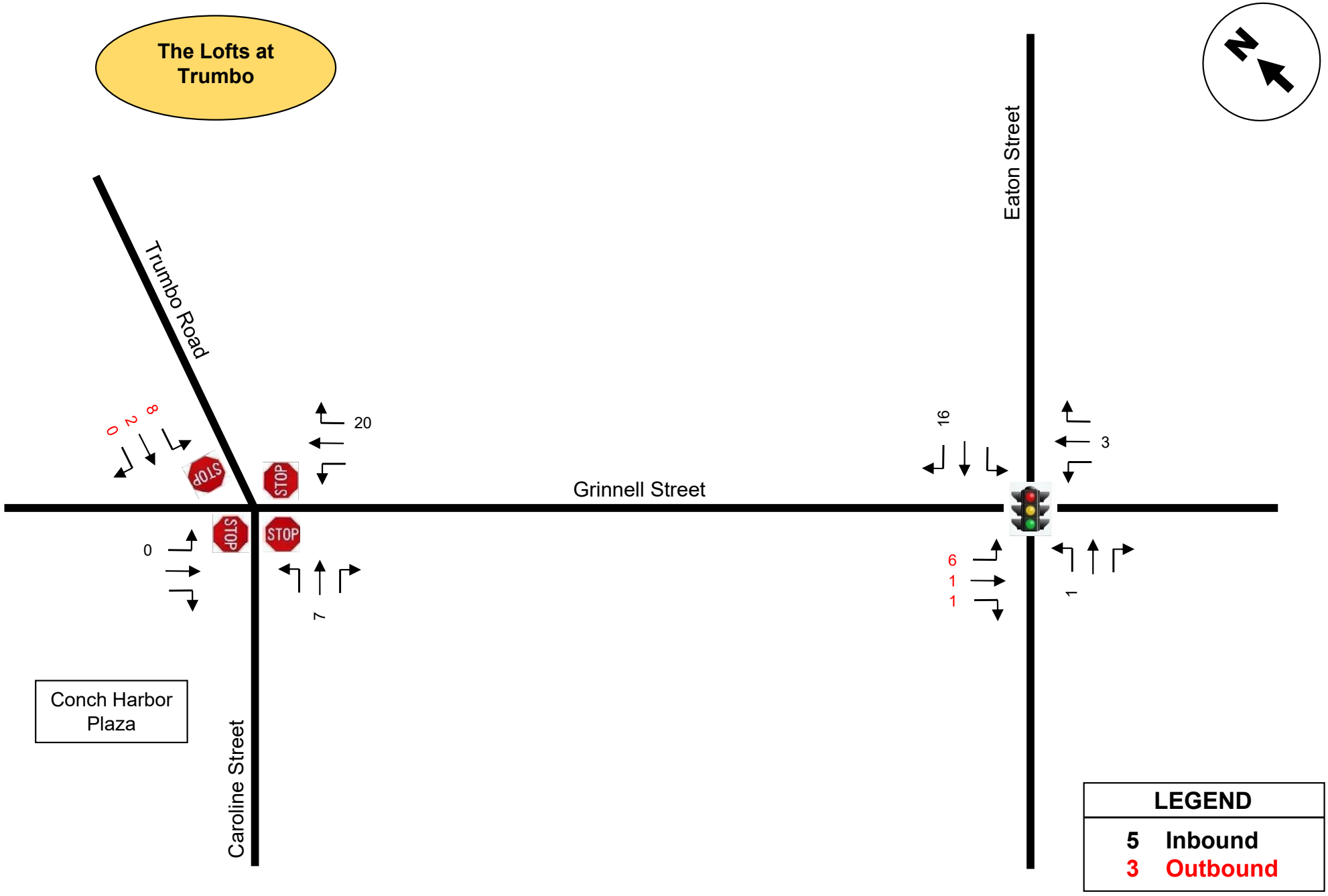
Project Traffic Assignment – AM Peak Hour

FIGURE 6
The Lofts at Trumbo
Key West, Florida



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Project Traffic Assignment – PM Peak Hour

FIGURE 7
The Lofts at Trumbo
Key West, Florida

TRAFFIC ANALYSES

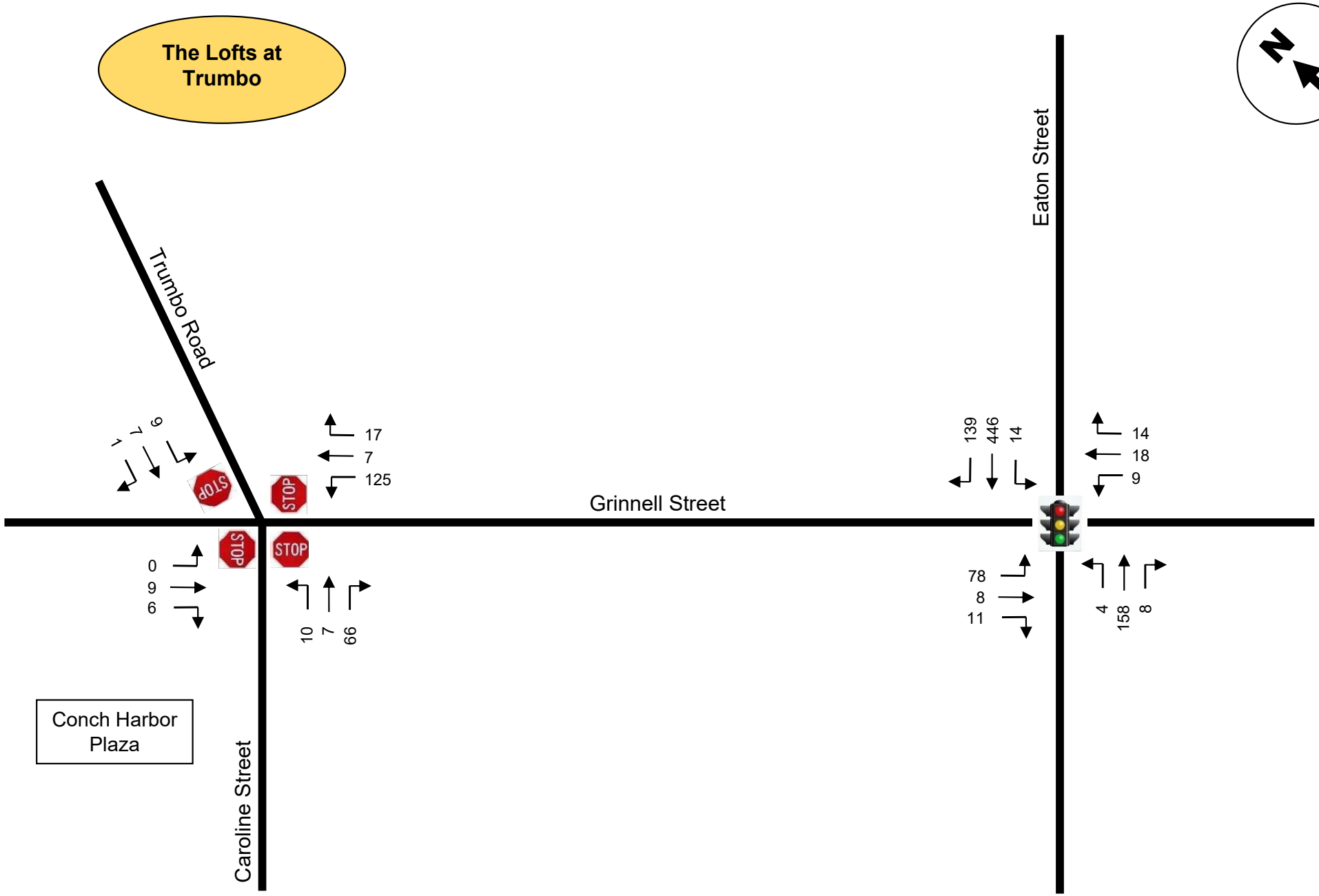
This section of the study is divided into two (2) parts. The first part of this section involves the development of the future (2028) traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions.

Future Conditions Traffic Volumes

Future, build-out year (2028) traffic volumes were developed for the project study area in the following manner:

- **Average Peak Season Conversion Factor:** Traffic data collected on Thursday, February 26, 2026, was reviewed with respect to average peak season conditions. Based on FDOT's Peak Season Factor Category report (see Appendix C), the adjustment factor for data collected during this time period is 0.98. To present a conservative analysis, the traffic volumes collected in the field were not reduced.
- **Historic Growth:** The Florida Department of Transportation (FDOT) maintains three (3) traffic count stations (#900103, #907071, and #908110) in the immediate vicinity of the project. The Annual Average Daily Traffic Volumes for these count stations for the past ten (10) years exhibit a modest increase in overall traffic volumes with an areawide annual growth rate of +0.50%. For the purposes of this analysis, an annual growth rate of +0.50% has been applied. (The data from the FDOT and the growth rate analysis are presented in Appendix E.)

The future traffic calculations (peak season adjustments, background traffic growth, and the traffic associated with the proposed multifamily affordable housing project) for the study intersections are contained in Appendix F in tabular format. Figures 8 and 9 include future background traffic only (without the proposed development) and Figures 10 and 11 include the additional traffic anticipated to be generated by The Lofts at Trumbo project.



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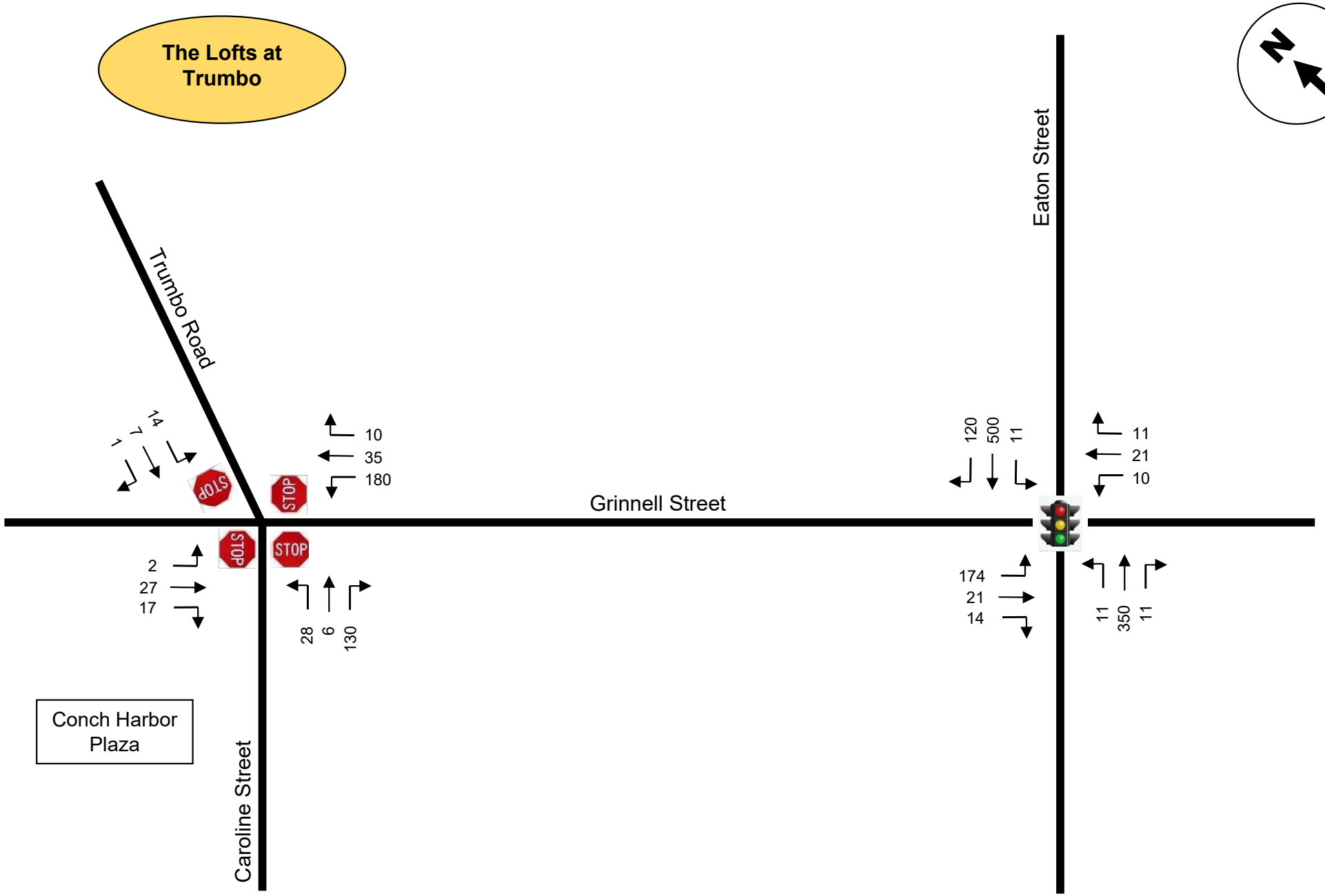
Future (2028) Background (w/out Project) Traffic Volumes AM Peak Hour

FIGURE 8
The Lofts at Trumbo
Key West, Florida



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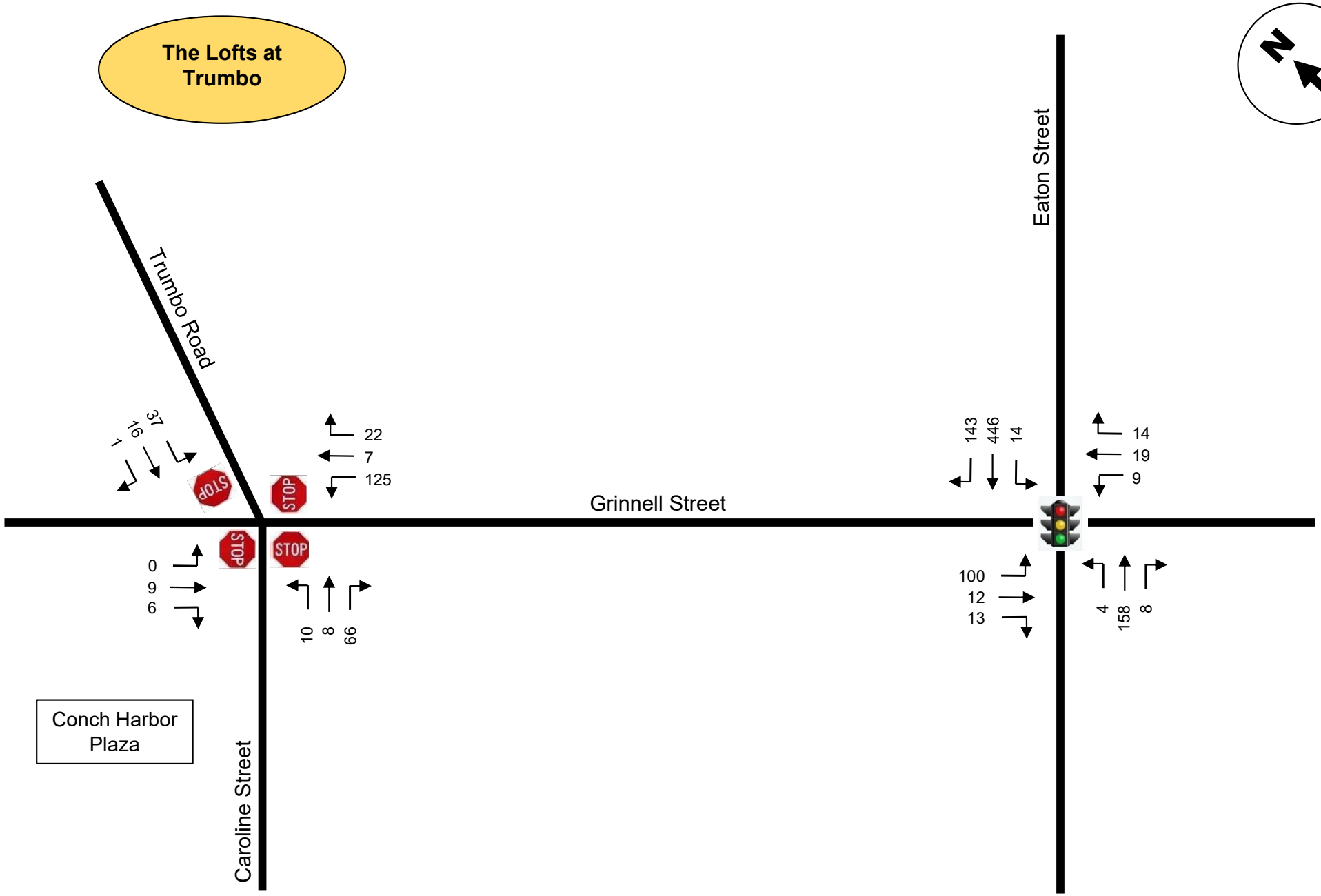
Future (2028) Background (w/out Project) Traffic Volumes PM Peak Hour

FIGURE 9
The Lofts at Trumbo
Key West, Florida



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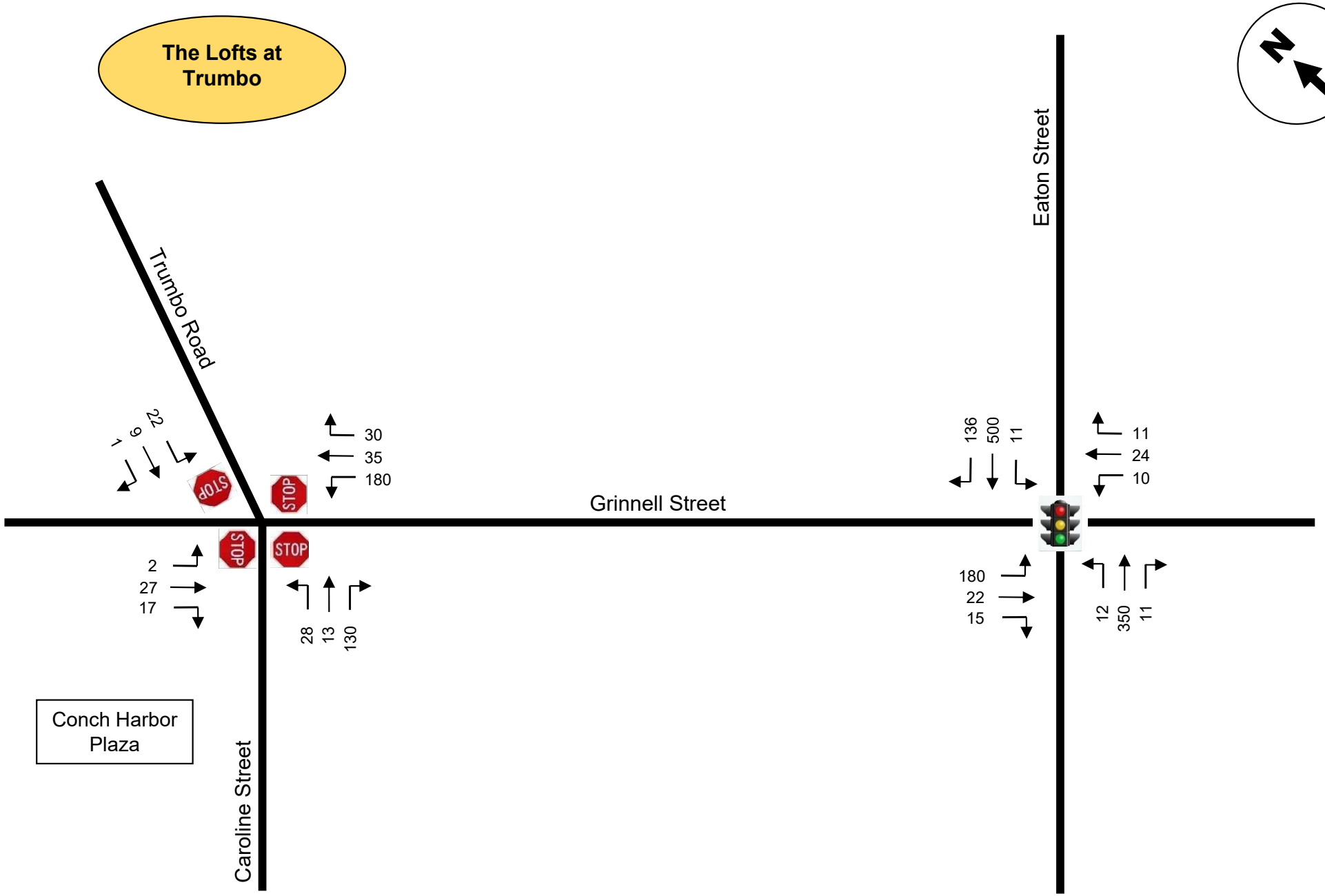
Future (2028) Total (w/ Project) Traffic Volumes
AM Peak Hour

FIGURE 10
The Lofts at Trumbo
Key West, Florida



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Future (2028) Total (w/ Project) Traffic Volumes
PM Peak Hour

FIGURE 11
The Lofts at Trumbo
Key West, Florida

Level of Service (LOS) Analyses

Intersection capacity/level of service (LOS) analyses were conducted for the study intersections. These analyses were undertaken following the capacity / level of service procedures outlined in the Highway Capacity Manual (HCM) using the Synchro software for the signalized and unsignalized study intersections. The results of these capacity analyses are summarized in Table 2 below.

Table 2
The Lofts at Trumbo
Intersection Levels of Service
Key West, Florida

	Existing (2026) Conditions		Future (2028) Conditions Without Project Traffic		Future (2028) Conditions With Project Traffic	
Intersection / Movement	**AM Peak Hour**	**PM Peak Hour**	**AM Peak Hour**	**PM Peak Hour**	**AM Peak Hour**	**PM Peak Hour**
Unsignalized Intersection						
Grinnell St and Caroline St / Trumbo Rd	**A (7.8)**	**A (9.1)**	**A (7.9)**	**A (9.1)**	**A (8.0)**	**A (9.4)**
- Northbound Approach	A (8.2)	A (9.9)	A (8.3)	A (9.9)	A (8.4)	B (10.2)
- Southbound Approach	A (7.2)	A (7.8)	A (7.2)	A (7.9)	A (7.3)	A (8.0)
- Eastbound Approach	A (7.3)	A (8.5)	A (7.3)	A (8.5)	A (7.4)	A (8.7)
- Westbound Approach	A (7.6)	A (8.2)	A (7.6)	A (8.2)	A (7.9)	A (8.4)
Signalized Intersection						
Grinnell St and Eaton St	**B (10.6)**	**B (14.0)**	**B (10.6)**	**B (14.1)**	**B (11.4)**	**B (14.4)**
- Northbound Approach	C (31.8)	C (34.2)	C (31.8)	C (34.1)	C (31.6)	C (33.7)
- Southbound Approach	C (33.8)	D (42.0)	C (33.8)	D (42.0)	C (34.8)	D (42.0)
- Eastbound Approach	A (5.3)	A (6.9)	A (5.4)	A (7.0)	A (5.4)	A (7.3)
- Westbound Approach	A (6.8)	A (7.5)	A (6.8)	A (7.6)	A (6.9)	A (7.8)

Source: Highway Capacity Manual and SYNCHRO.
Legend: D (37.7) = LOS (Average Delay - Seconds / Vehicle)

As indicated in Table 2, both of the study intersections are currently operating adequately during the AM and PM peak hours and will continue to do so in the year 2028 with the proposed multifamily affordable housing project (The Lofts at Trumbo) to be located on Trumbo Road. The signal timing data for the intersection of Grinnell Street and Eaton Street is presented in Appendix G, and the Synchro printouts of the intersection capacity analyses are contained in Appendix H.

SUMMARY & CONCLUSIONS

The Lofts at Trumbo is a proposed affordable housing residential development to be located in the southeast corner of the intersection at Trumbo Road and Whiting Avenue in Key West, Monroe County, Florida. More specifically, the site is located at 241 Trumbo Road and at 240 White Street.

The subject site is approximately 5.909 acres (257,396 square feet) and the Parcel ID Numbers are 00001720-000100 and 00001720-000300. The existing development on these parcels consists of multiple School Board of Monroe County office / maintenance buildings.

A four-story residential building with 150 affordable housing dwelling units is proposed to be constructed on the subject site. The site will be served by one (1) full access driveway on Trumbo Road. The proposed project is anticipated to be built and occupied by 2028.

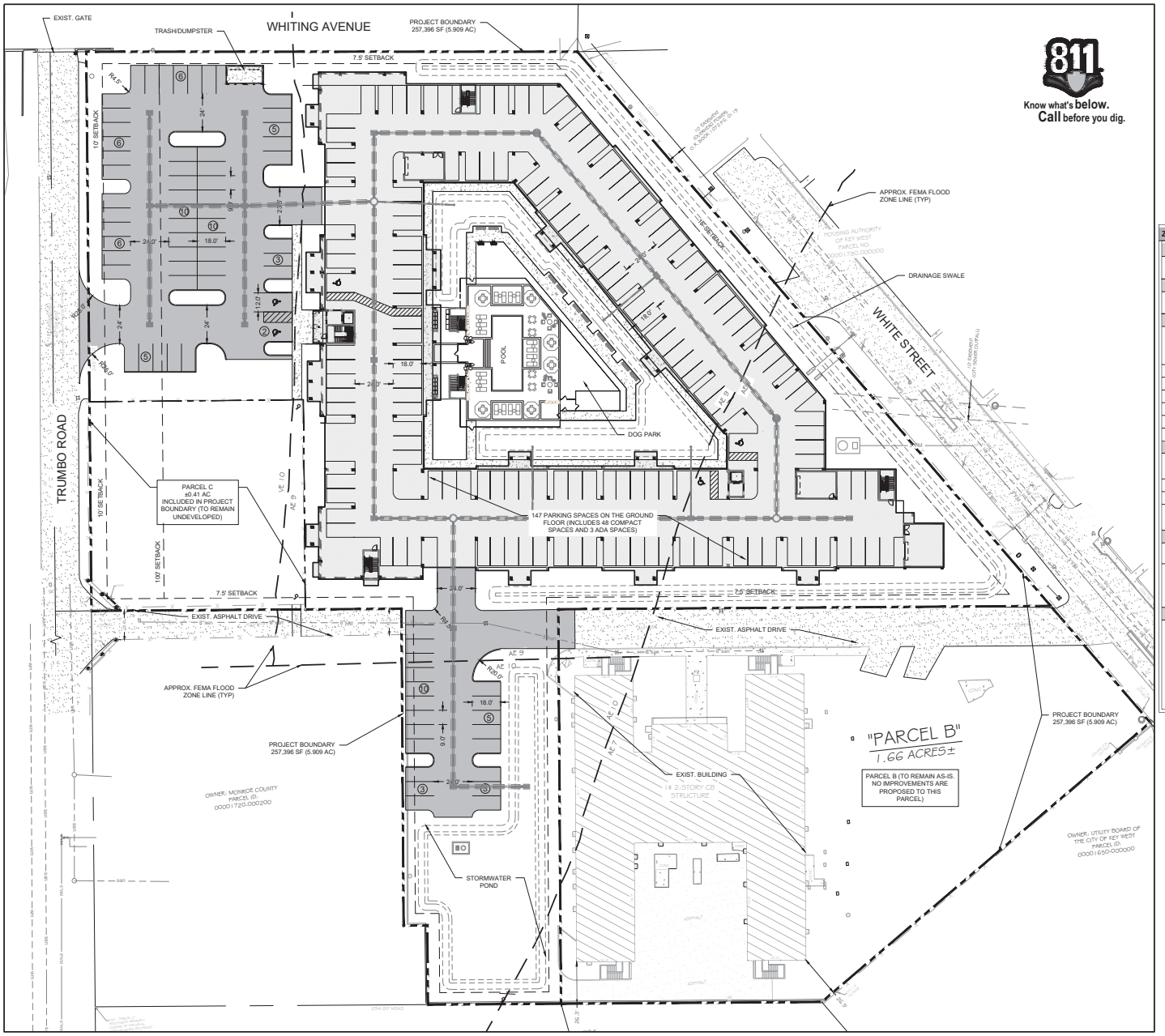
The trip generation analysis indicates that the new external vehicle trips anticipated to be generated by the proposed residential development consists of 440 daily vehicle trips, 43 vehicle trips during the AM peak hour (6 inbound and 37 outbound), and 37 vehicle trips during the PM peak hour (27 inbound and 10 outbound).

Intersection capacity/level of service (LOS) analyses were conducted for the study intersections. Both of the study intersections are currently operating adequately during the weekday AM and PM peak hours and will continue to do so in the year 2028 with The Lofts at Trumbo development.

APPENDIX A

The Lofts at Trumbo – Key West, FL

Preliminary Site Plan



CIVIL SITE PLAN

SCALE 1"=30'
BAR IS TWO INCHES ON ORIGINAL DRAWINGS IF NOT TWO INCHES ON THIS SHEET ADJUST SCALES ACCORDINGLY

SITE DATA TABLE

ZONING DATA (HRCC-2)			
SITE AREA:			
257,396 SF (5.909 AC)			
FLOOD ZONE:			
AE 7, 9, AND 10			
LOT COVERAGE:			
	REQUIRED	PROPOSED	VARIANCE
MAX BLDG HEIGHT:	35'-0"	44.93' (ELEVATOR SHAFT) 39.72' (PARAPET) 3 STORIES*	NO
MAX FLOOR AREA RATIO:	0.50	N/A	NO
MAX BLDG. COVERAGE:	50% (128,698 SF)	83,400 SF (32.4%)	NO
MAX IMPERVIOUS SURF:	70% (180,177 SF)	141,967 SF (55.2%)	NO
DENSITY:	40 UNITS/AC	35.3 UNITS/AC	NO
SETBACKS:			
MIN FRONT:	10 FT	10 FT	NO
MIN REAR:	15 FT	15 FT	NO
MIN STREET SIDE:	7.5 FT	7.5 FT	NO
MIN SIDE:	7.5 FT	7.5 FT	NO
PERVIOUS & IMPERVIOUS SURFACES:			
PERVIOUS AREA	115,429 SF (44.8%)		
IMPERVIOUS AREA			
ROOF AREA	83,400 SF		
PAVEMENT AREA	58,567 SF		
TOTAL IMPERVIOUS	141,967 SF (55.2%)		
PARKING SPACES:			
REQUIRED SPACES			
1 SPACE/UNIT	150 SPACES (150 UNITS)		
PROVIDED SPACES			
COMPACT	48 (8' X 18')		
ACCESSIBLE	5 (12' X 18')		
STANDARD	168 (9' X 18')		
TOTAL SPACES	221		

*FLA. STAT. SEC. 166.04151(7)(D)(1) PROVIDES, "A MUNICIPALITY MAY NOT RESTRICT THE HEIGHT OF A PROPOSED DEVELOPMENT AUTHORIZED UNDER THIS SUBSECTION BELOW THE HIGHEST CURRENTLY ALLOWED, OR ALLOWED ON JULY 1, 2023, HEIGHT FOR A COMMERCIAL OR RESIDENTIAL BUILDING LOCATED IN ITS JURISDICTION WITHIN 1 MILE OF THE PROPOSED DEVELOPMENT OR 3 STORIES, WHICHEVER IS HIGHER."

*FLA. STAT. SEC. 166.04151(7)(D)(2) PROVIDES, "FOR A PROPOSED DEVELOPMENT LOCATED WITHIN A MUNICIPALITY WITHIN AN AREA OF CRITICAL STATE CONCERN AS DESIGNATED BY S. 380.0552 OR CHAPTER 28-36, FLORIDA ADMINISTRATIVE CODE, THE TERM "STORY" INCLUDES ONLY THE HABITABLE SPACE ABOVE THE BASE FLOOD ELEVATION AS DESIGNATED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY IN THE MOST CURRENT FLOOD INSURANCE RATE MAP. A STORY MAY NOT EXCEED 10 FEET IN HEIGHT MEASURED FROM FINISHED FLOOR TO FINISHED FLOOR, INCLUDING SPACE FOR MECHANICAL EQUIPMENT. THE HIGHEST STORY MAY NOT EXCEED 10 FEET FROM FINISHED FLOOR TO THE TOP PLATE."

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Seal:

ALLEN E. PEREZ, P.E.
FL. P.E. NO. 51468

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THE LOFTS AT TRUMBO
Trumbo Road, Key West, Fl. 33040
AFFORDABLE HOUSING

Consultants:

Submissions:

Job #: 251023
Drawn By: AEP
Checked By: AEP

Title:
CIVIL SITE PLAN

Sheet Number:
C-200

Date: November 17, 2025

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APPENDIX B

Traffic Counts

Traff Tech Engineering Inc.

File Name : 9- Grinnell St & Caroline St
Site Code : 00000000
Start Date : 2/26/2026
Page No : 1

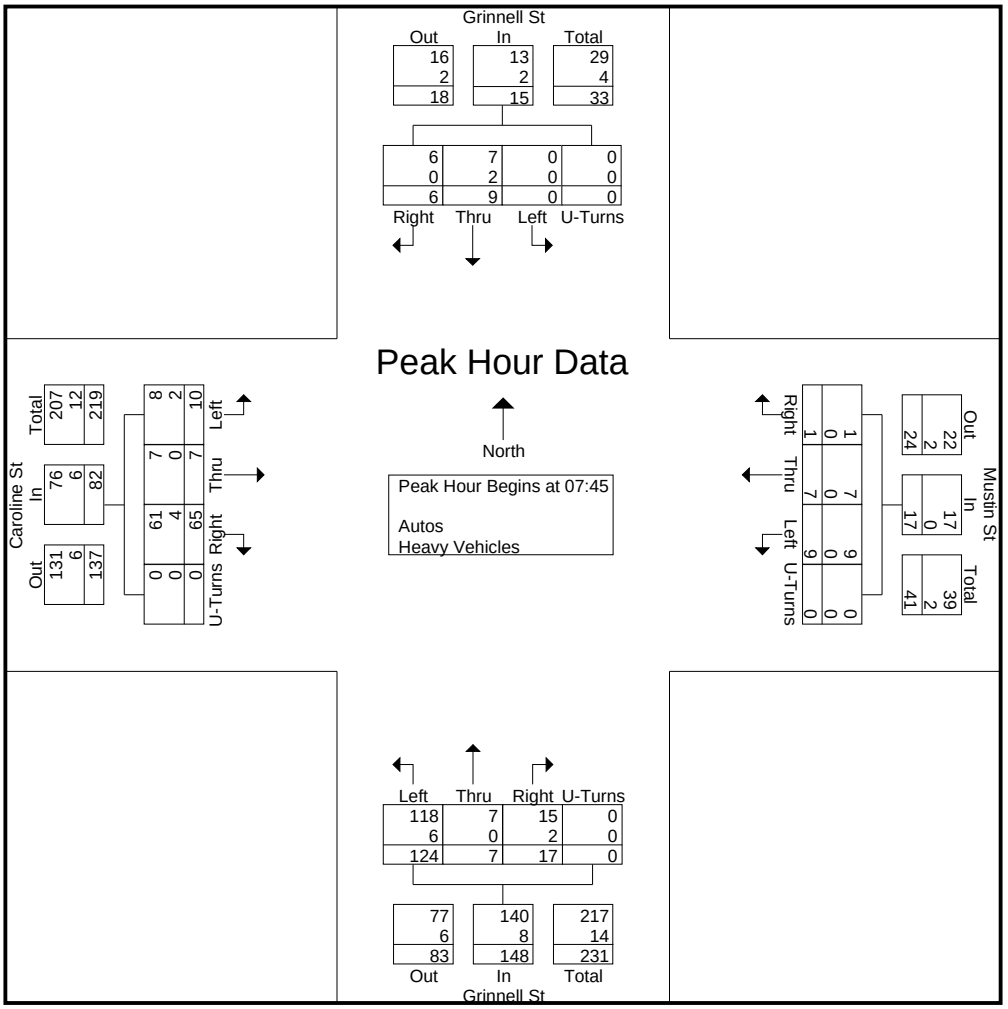
Groups Printed- Autos - Heavy Vehicles

	Grinnell St From North					Mustin St From East					Grinnell St From South					Caroline 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	4	3	0	0	7	0	1	3	0	4	3	9	13	0	25	10	0	1	0	11	47
07:15	0	1	0	0	1	0	1	3	0	4	1	0	23	0	24	11	0	1	0	12	41
07:30	2	0	0	0	2	0	1	2	0	3	0	1	27	0	28	10	1	2	0	13	46
07:45	0	2	0	0	2	1	2	2	0	5	3	3	33	0	39	16	1	2	0	19	65
Total	6	6	0	0	12	1	5	10	0	16	7	13	96	0	116	47	2	6	0	55	199
08:00	2	4	0	0	6	0	2	1	0	3	5	1	38	0	44	12	3	2	0	17	70
08:15	2	1	0	0	3	0	0	3	0	3	5	2	25	0	32	17	2	4	0	23	61
08:30	2	2	0	0	4	0	3	3	0	6	4	1	28	0	33	20	1	2	0	23	66
08:45	3	1	0	0	4	1	0	0	0	1	2	0	39	0	41	16	0	0	0	16	62
Total	9	8	0	0	17	1	5	7	0	13	16	4	130	0	150	65	6	8	0	79	259
*** BREAK ***																					
16:00	4	11	0	0	15	1	2	6	0	9	2	7	38	0	47	39	2	6	0	47	118
16:15	3	8	2	0	13	1	0	6	0	7	4	9	45	0	58	36	1	8	0	45	123
16:30	6	9	0	0	15	0	1	3	0	4	1	8	46	0	55	28	1	6	0	35	109
16:45	4	3	0	0	7	0	4	2	0	6	2	11	34	0	47	21	2	9	0	32	92
Total	17	31	2	0	50	2	7	17	0	26	9	35	163	0	207	124	6	29	0	159	442
17:00	4	7	0	0	11	0	2	3	0	5	3	7	53	0	63	44	2	5	0	51	130
17:15	3	4	0	0	7	0	1	1	0	2	1	3	32	0	36	31	3	4	0	38	83
17:30	3	9	0	0	12	0	2	4	0	6	4	2	32	0	38	28	3	3	0	34	90
17:45	2	4	0	0	6	0	0	5	0	5	3	0	33	0	36	37	0	5	0	42	89
Total	12	24	0	0	36	0	5	13	0	18	11	12	150	0	173	140	8	17	0	165	392
Grand Total	44	69	2	0	115	4	22	47	0	73	43	64	539	0	646	376	22	60	0	458	1292
Apprch %	38.3	60	1.7	0		5.5	30.1	64.4	0		6.7	9.9	83.4	0		82.1	4.8	13.1	0		
Total %	3.4	5.3	0.2	0	8.9	0.3	1.7	3.6	0	5.7	3.3	5	41.7	0	50	29.1	1.7	4.6	0	35.4	
Autos	43	67	2	0	112	4	21	47	0	72	40	63	507	0	610	353	22	58	0	433	1227
% Autos	97.7	97.1	100	0	97.4	100	95.5	100	0	98.6	93	98.4	94.1	0	94.4	93.9	100	96.7	0	94.5	95
Heavy Vehicles																					
% Heavy Vehicles	2.3	2.9	0	0	2.6	0	4.5	0	0	1.4	7	1.6	5.9	0	5.6	6.1	0	3.3	0	5.5	5

Traff Tech Engineering Inc.

File Name : 9- Grinnell St & Caroline St
Site Code : 00000000
Start Date : 2/26/2026
Page No : 4

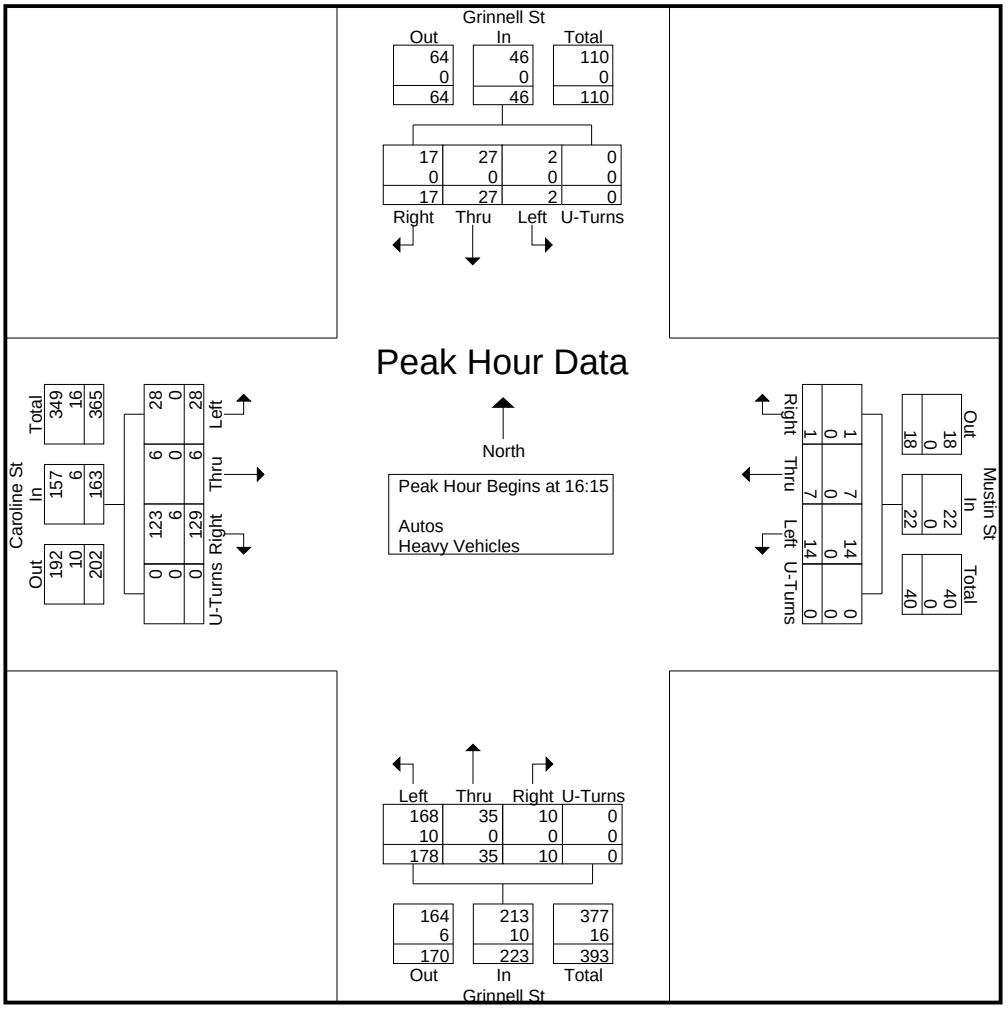
	Grinnell St From North					Mustin St From East					Grinnell St From South					Caroline St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	2	0	0	2	**1**	2	2	0	5	3	**3**	33	0	39	16	1	2	0	19	65
08:00	**2**	**4**	0	0	**6**	0	2	1	0	3	**5**	1	**38**	0	**44**	12	**3**	2	0	17	**70**
08:15	2	1	0	0	3	0	0	**3**	0	3	5	2	25	0	32	17	2	**4**	0	**23**	61
08:30	2	2	0	0	4	0	**3**	3	0	**6**	4	1	28	0	33	**20**	1	2	0	23	66
Total Volume	6	9	0	0	15	1	7	9	0	17	17	7	124	0	148	65	7	10	0	82	262
% App. Total	40	60	0	0		5.9	41.2	52.9	0		11.5	4.7	83.8	0		79.3	8.5	12.2	0		
PHF	.750	.563	.000	.000	.625	.250	.583	.750	.000	.708	.850	.583	.816	.000	.841	.813	.583	.625	.000	.891	.936
Autos	6	7	0	0	13	1	7	9	0	17	15	7	118	0	140	61	7	8	0	76	246
% Autos	100	77.8	0	0	86.7	100	100	100	0	100	88.2	100	95.2	0	94.6	93.8	100	80.0	0	92.7	93.9
Heavy Vehicles																					
% Heavy Vehicles	0	22.2	0	0	13.3	0	0	0	0	0	11.8	0	4.8	0	5.4	6.2	0	20.0	0	7.3	6.1



Traff Tech Engineering Inc.

File Name : 9- Grinnell St & Caroline St
Site Code : 00000000
Start Date : 2/26/2026
Page No : 5

	Grinnell St From North					Mustin St From East					Grinnell St From South					Caroline 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 16:15																					
16:15	3	8	**2**	0	13	**1**	0	**6**	0	**7**	**4**	9	45	0	58	36	1	8	0	45	123
16:30	**6**	**9**	0	0	**15**	0	1	3	0	4	1	8	46	0	55	28	1	6	0	35	109
16:45	4	3	0	0	7	0	**4**	2	0	6	2	**11**	34	0	47	21	**2**	**9**	0	32	92
17:00	4	7	0	0	11	0	2	3	0	5	3	7	**53**	0	**63**	**44**	2	5	0	**51**	**130**
Total Volume	17	27	2	0	46	1	7	14	0	22	10	35	178	0	223	129	6	28	0	163	454
% App. Total	37	58.7	4.3	0		4.5	31.8	63.6	0		4.5	15.7	79.8	0		79.1	3.7	17.2	0		
PHF	.708	.750	.250	.000	.767	.250	.438	.583	.000	.786	.625	.795	.840	.000	.885	.733	.750	.778	.000	.799	.873
Autos	17	27	2	0	46	1	7	14	0	22	10	35	168	0	213	123	6	28	0	157	438
% Autos	100	100	100	0	100	100	100	100	0	100	100	100	94.4	0	95.5	95.3	100	100	0	96.3	96.5
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	5.6	0	4.5	4.7	0	0	0	3.7	3.5



Traff Tech Engineering Inc.

File Name : 9- Grinnell St & Caroline St
Site Code : 00000000
Start Date : 2/26/2026

Groups Printed- Peds & Bikes

	Grinnell St From North				Mustin St From East				Grinnell St From South				Caroline St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	28	0	0	0	12	0	0	0	3	0	0	0	42	85
07:15	0	0	0	4	0	0	0	6	0	0	0	1	0	0	0	9	20
07:30	0	0	0	5	0	0	0	2	0	0	0	1	0	0	0	8	16
07:45	0	0	0	5	0	0	0	7	0	0	0	4	0	0	0	5	21
Total	0	0	0	42	0	0	0	27	0	0	0	9	0	0	0	64	142
08:00	0	0	0	2	0	0	0	4	0	0	0	2	0	0	0	2	10
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	8
08:30	0	0	0	1	0	0	0	2	0	0	0	2	2	0	0	8	15
08:45	0	0	0	5	0	0	0	5	0	0	0	6	0	0	0	14	30
Total	0	0	0	8	0	0	0	11	0	0	0	12	2	0	0	30	63
*** BREAK ***																	
16:00	0	0	0	45	0	0	0	7	0	0	0	4	0	0	0	12	68
16:15	0	0	0	6	0	0	0	5	0	0	0	4	0	0	0	30	45
16:30	0	0	0	57	0	0	0	1	0	0	0	5	0	0	0	32	95
16:45	0	0	0	11	0	0	0	1	0	0	0	2	0	0	0	16	30
Total	0	0	0	119	0	0	0	14	0	0	0	15	0	0	0	90	238
17:00	0	0	0	14	0	0	0	6	0	0	0	5	0	0	0	12	37
17:15	0	0	0	3	0	0	0	4	0	0	0	9	0	0	0	18	34
17:30	0	0	0	55	0	0	0	20	0	0	0	10	0	0	0	77	162
17:45	0	0	0	3	0	0	0	7	0	0	0	5	0	0	0	8	23
Total	0	0	0	75	0	0	0	37	0	0	0	29	0	0	0	115	256
Grand Total	0	0	0	244	0	0	0	89	0	0	0	65	2	0	0	299	699
Apprch %	0	0	0	100	0	0	0	100	0	0	0	100	0.7	0	0	99.3	
Total %	0	0	0	34.9	0	0	0	12.7	0	0	0	9.3	0.3	0	0	42.8	

Traff Tech Engineering Inc.

File Name : 10- Grinnell St & Eaton St
Site Code : 00000000
Start Date : 2/26/2026
Page No : 1

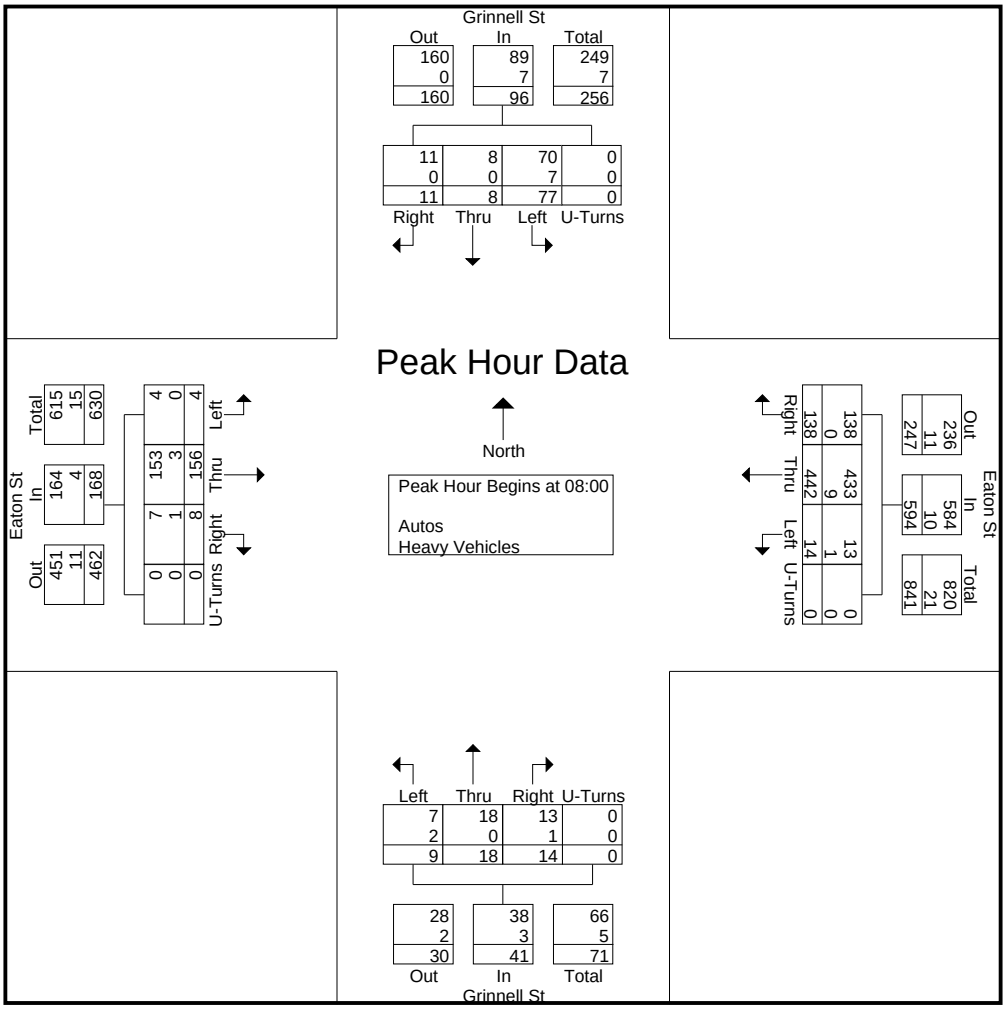
Groups Printed- Autos - Heavy Vehicles

	Grinnell St From North					Eaton St From East					Grinnell St From South					Eaton 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	1	2	12	0	15	28	68	0	0	96	1	2	2	0	5	1	31	1	0	33	149
07:15	1	0	15	0	16	26	58	1	0	85	2	4	1	0	7	0	34	1	0	35	143
07:30	2	1	9	0	12	32	72	4	0	108	1	5	0	0	6	1	42	0	0	43	169
07:45	1	3	19	0	23	44	109	2	0	155	6	3	3	0	12	0	25	1	0	26	216
Total	5	6	55	0	66	130	307	7	0	444	10	14	6	0	30	2	132	3	0	137	677
08:00	1	0	20	0	21	37	103	6	0	146	6	5	3	0	14	1	35	0	0	36	217
08:15	5	3	19	0	27	34	101	2	0	137	1	5	2	0	8	1	44	2	0	47	219
08:30	1	4	18	0	23	31	114	2	0	147	2	4	0	0	6	4	31	2	0	37	213
08:45	4	1	20	0	25	36	124	4	0	164	5	4	4	0	13	2	46	0	0	48	250
Total	11	8	77	0	96	138	442	14	0	594	14	18	9	0	41	8	156	4	0	168	899
*** BREAK ***																					
16:00	5	5	64	0	74	22	131	5	0	158	0	5	3	0	8	3	86	0	0	89	329
16:15	6	8	35	0	49	41	115	1	0	157	2	4	2	0	8	3	83	5	0	91	305
16:30	1	2	45	0	48	28	118	2	0	148	5	7	3	0	15	3	99	3	0	105	316
16:45	2	6	28	0	36	28	131	3	0	162	4	5	2	0	11	2	79	3	0	84	293
Total	14	21	172	0	207	119	495	11	0	625	11	21	10	0	42	11	347	11	0	369	1243
17:00	1	9	43	0	53	32	92	2	0	126	2	5	4	0	11	3	95	1	1	100	290
17:15	3	3	51	0	57	23	98	2	0	123	1	4	0	0	5	0	77	1	0	78	263
17:30	5	8	41	0	54	27	104	2	0	133	0	2	0	0	2	3	81	1	0	85	274
17:45	2	4	46	0	52	20	114	3	0	137	3	7	3	0	13	1	92	1	0	94	296
Total	11	24	181	0	216	102	408	9	0	519	6	18	7	0	31	7	345	4	1	357	1123
Grand Total	41	59	485	0	585	489	1652	41	0	2182	41	71	32	0	144	28	980	22	1	1031	3942
Apprch %	7	10.1	82.9	0		22.4	75.7	1.9	0		28.5	49.3	22.2	0		2.7	95.1	2.1	0.1		
Total %	1	1.5	12.3	0	14.8	12.4	41.9	1	0	55.4	1	1.8	0.8	0	3.7	0.7	24.9	0.6	0	26.2	
Autos	39	59	464	0	562	489	1634														
% Autos	95.1	100	95.7	0	96.1	100	98.9	97.6	0	99.1	95.1	90.1	93.8	0	92.4	96.4	98.8	100	100	98.7	98.3
Heavy Vehicles																					
% Heavy Vehicles	4.9	0	4.3	0	3.9	0	1.1	2.4	0	0.9	4.9	9.9	6.2	0	7.6	3.6	1.2	0	0	1.3	1.7

Traff Tech Engineering Inc.

File Name : 10- Grinnell St & Eaton St
Site Code : 00000000
Start Date : 2/26/2026
Page No : 4

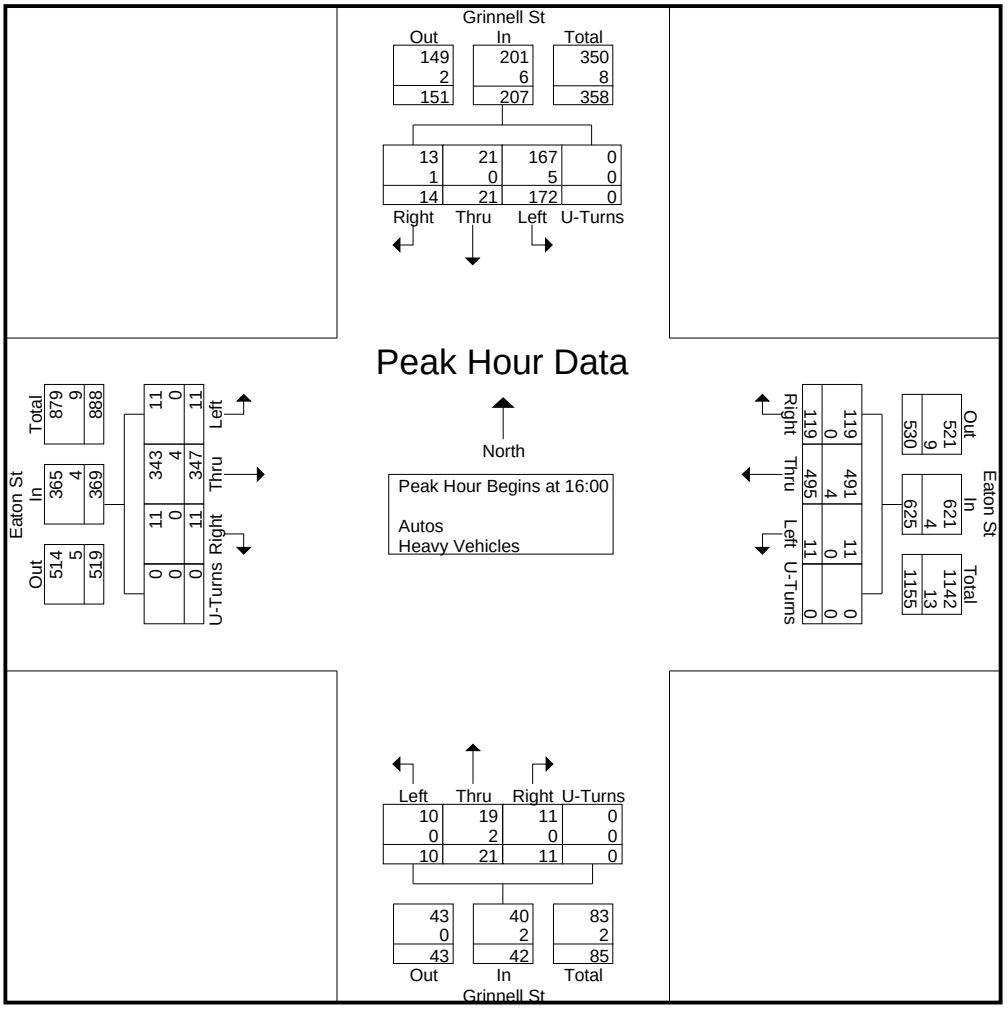
	Grinnell St From North					Eaton St From East					Grinnell St From South					Eaton St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	1	0	**20**	0	21	**37**	103	**6**	0	146	**6**	**5**	3	0	**14**	1	35	0	0	36	217
08:15	**5**	3	19	0	**27**	34	101	2	0	137	1	5	2	0	8	1	44	**2**	0	47	219
08:30	1	**4**	18	0	23	31	114	2	0	147	2	4	0	0	6	**4**	31	2	0	37	213
08:45	4	1	20	0	25	36	**124**	4	0	**164**	5	4	**4**	0	13	2	**46**	0	0	**48**	**250**
Total Volume	11	8	77	0	96	138	442	14	0	594	14	18	9	0	41	8	156	4	0	168	899
% App. Total	11.5	8.3	80.2	0		23.2	74.4	2.4	0		34.1	43.9	22	0		4.8	92.9	2.4	0		
PHF	.550	.500	.963	.000	.889	.932	.891	.583	.000	.905	.583	.900	.563	.000	.732	.500	.848	.500	.000	.875	.899
Autos	11	8	70	0	89	138	433	13	0	584	13	18	7	0	38	7	153	4	0	164	875
% Autos	100	100	90.9	0	92.7	100	98.0	92.9	0	98.3	92.9	100	77.8	0	92.7	87.5	98.1	100	0	97.6	97.3
Heavy Vehicles																					
% Heavy Vehicles	0	0	9.1	0	7.3	0	2.0	7.1	0	1.7	7.1	0	22.2	0	7.3	12.5	1.9	0	0	2.4	2.7



Traff Tech Engineering Inc.

File Name : 10- Grinnell St & Eaton St
Site Code : 00000000
Start Date : 2/26/2026
Page No : 5

Start Time	Grinnell St From North					Eaton St From East					Grinnell St From South					Eaton St From West					
	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	5	5	**64**	0	**74**	22	**131**	**5**	0	158	0	5	**3**	0	8	**3**	86	0	0	89	**329**
16:15	**6**	**8**	35	0	49	**41**	115	1	0	157	2	4	2	0	8	3	83	**5**	0	91	305
16:30	1	2	45	0	48	28	118	2	0	148	**5**	**7**	3	0	**15**	3	**99**	3	0	**105**	316
16:45	2	6	28	0	36	28	131	3	0	**162**	4	5	2	0	11	2	79	3	0	84	293
Total Volume	14	21	172	0	207	119	495	11	0	625	11	21	10	0	42	11	347	11	0	369	1243
% App. Total	6.8	10.1	83.1	0		19	79.2	1.8	0		26.2	50	23.8	0		3	94	3	0		
PHF	.583	.656	.672	.000	.699	.726	.945	.550	.000	.965	.550	.750	.833	.000	.700	.917	.876	.550	.000	.879	.945
Autos	13	21	167	0	201	119	491	11	0	621	11	19	10	0	40	11	343	11	0	365	1227
% Autos	92.9	100	97.1	0	97.1	100	99.2	100	0	99.4	100	90.5	100	0	95.2	100	98.8	100	0	98.9	98.7
Heavy Vehicles																					
% Heavy Vehicles	7.1	0	2.9	0	2.9	0	0.8	0	0	0.6	0	9.5	0	0	4.8	0	1.2	0	0	1.1	1.3



Traff Tech Engineering Inc.

File Name : 10- Grinnell St & Eaton St
Site Code : 00000000
Start Date : 2/26/2026

Groups Printed- Peds & Bikes

	Grinnell St From North				Eaton St From East				Grinnell St From South				Eaton St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	4	0	0	0	7	0	0	0	8	0	0	0	9	28
07:15	0	0	0	5	0	0	0	1	0	0	0	4	1	0	0	11	22
07:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	10
07:45	1	0	0	2	1	0	0	11	0	0	0	5	0	0	0	1	21
Total	1	0	0	11	1	0	0	19	0	0	0	22	1	0	0	26	81
08:00	0	0	0	2	0	0	0	9	0	0	0	9	0	0	0	4	24
08:15	0	0	0	9	0	0	0	7	0	0	0	15	0	0	0	14	45
08:30	0	0	0	10	0	0	0	3	0	0	0	19	0	0	0	16	48
08:45	3	0	0	4	3	0	0	11	0	0	0	13	0	0	0	16	50
Total	3	0	0	25	3	0	0	30	0	0	0	56	0	0	0	50	167
*** BREAK ***																	
16:00	1	0	0	7	1	0	0	8	1	0	0	3	0	0	0	13	34
16:15	4	0	0	10	0	0	0	10	0	0	0	12	0	0	0	8	44
16:30	0	0	0	12	0	0	0	1	0	0	0	2	1	0	0	9	25
16:45	2	0	0	9	0	0	0	4	2	0	0	5	1	0	0	7	30
Total	7	0	0	38	1	0	0	23	3	0	0	22	2	0	0	37	133
17:00	3	0	0	10	0	0	0	4	2	0	0	3	3	0	0	8	33
17:15	0	0	0	3	0	0	0	8	1	0	0	7	0	0	0	22	41
17:30	0	0	0	10	0	0	0	18	0	0	0	7	0	0	0	25	60
17:45	2	0	0	7	0	0	0	8	0	0	0	6	0	0	0	6	29
Total	5	0	0	30	0	0	0	38	3	0	0	23	3	0	0	61	163
Grand Total	16	0	0	104	5	0	0	110	6	0	0	123	6	0	0	174	544
Apprch %	13.3	0	0	86.7	4.3	0	0	95.7	4.7	0	0	95.3	3.3	0	0	96.7	
Total %	2.9	0	0	19.1	0.9	0	0	20.2	1.1	0	0	22.6	1.1	0	0	32	

APPENDIX C

FDOT Peak Season
Conversion Factor Report

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9000 MONROE COUNTYWIDE

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.00	1.09
2	01/07/2024 - 01/13/2024	0.98	1.07
3	01/14/2024 - 01/20/2024	0.97	1.05
4	01/21/2024 - 01/27/2024	0.95	1.03
* 5	01/28/2024 - 02/03/2024	0.94	1.02
* 6	02/04/2024 - 02/10/2024	0.92	1.00
* 7	02/11/2024 - 02/17/2024	0.91	0.99
* 8	02/18/2024 - 02/24/2024	0.91	0.99
* 9	02/25/2024 - 03/02/2024	0.90	0.98
*10	03/03/2024 - 03/09/2024	0.90	0.98
*11	03/10/2024 - 03/16/2024	0.89	0.97
*12	03/17/2024 - 03/23/2024	0.90	0.98
*13	03/24/2024 - 03/30/2024	0.91	0.99
*14	03/31/2024 - 04/06/2024	0.92	1.00
*15	04/07/2024 - 04/13/2024	0.93	1.01
*16	04/14/2024 - 04/20/2024	0.94	1.02
*17	04/21/2024 - 04/27/2024	0.94	1.02
18	04/28/2024 - 05/04/2024	0.95	1.03
19	05/05/2024 - 05/11/2024	0.96	1.04
20	05/12/2024 - 05/18/2024	0.97	1.05
21	05/19/2024 - 05/25/2024	0.98	1.07
22	05/26/2024 - 06/01/2024	0.99	1.08
23	06/02/2024 - 06/08/2024	1.00	1.09
24	06/09/2024 - 06/15/2024	1.01	1.10
25	06/16/2024 - 06/22/2024	1.00	1.09
26	06/23/2024 - 06/29/2024	1.00	1.09
27	06/30/2024 - 07/06/2024	0.99	1.08
28	07/07/2024 - 07/13/2024	0.98	1.07
29	07/14/2024 - 07/20/2024	0.98	1.07
30	07/21/2024 - 07/27/2024	1.00	1.09
31	07/28/2024 - 08/03/2024	1.02	1.11
32	08/04/2024 - 08/10/2024	1.04	1.13
33	08/11/2024 - 08/17/2024	1.06	1.15
34	08/18/2024 - 08/24/2024	1.08	1.17
35	08/25/2024 - 08/31/2024	1.10	1.20
36	09/01/2024 - 09/07/2024	1.13	1.23
37	09/08/2024 - 09/14/2024	1.15	1.25
38	09/15/2024 - 09/21/2024	1.17	1.27
39	09/22/2024 - 09/28/2024	1.17	1.27
40	09/29/2024 - 10/05/2024	1.18	1.28
41	10/06/2024 - 10/12/2024	1.19	1.29
42	10/13/2024 - 10/19/2024	1.19	1.29
43	10/20/2024 - 10/26/2024	1.16	1.26
44	10/27/2024 - 11/02/2024	1.13	1.23
45	11/03/2024 - 11/09/2024	1.09	1.18
46	11/10/2024 - 11/16/2024	1.06	1.15
47	11/17/2024 - 11/23/2024	1.05	1.14
48	11/24/2024 - 11/30/2024	1.04	1.13
49	12/01/2024 - 12/07/2024	1.02	1.11
50	12/08/2024 - 12/14/2024	1.01	1.10
51	12/15/2024 - 12/21/2024	1.00	1.09
52	12/22/2024 - 12/28/2024	0.98	1.07
53	12/29/2024 - 12/31/2024	0.97	1.05

* PEAK SEASON

APPENDIX D

ITE *Trip Generation Manual (12th Edition)*

Relevant Excerpts

Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing is a residential building with between four and 10 floors of residence. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there was an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, and Virginia.

Source Numbers

818, 857, 862, 866, 901, 904, 910, 949, 951, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1057, 1058, 1071, 1076, 1219, 1292

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

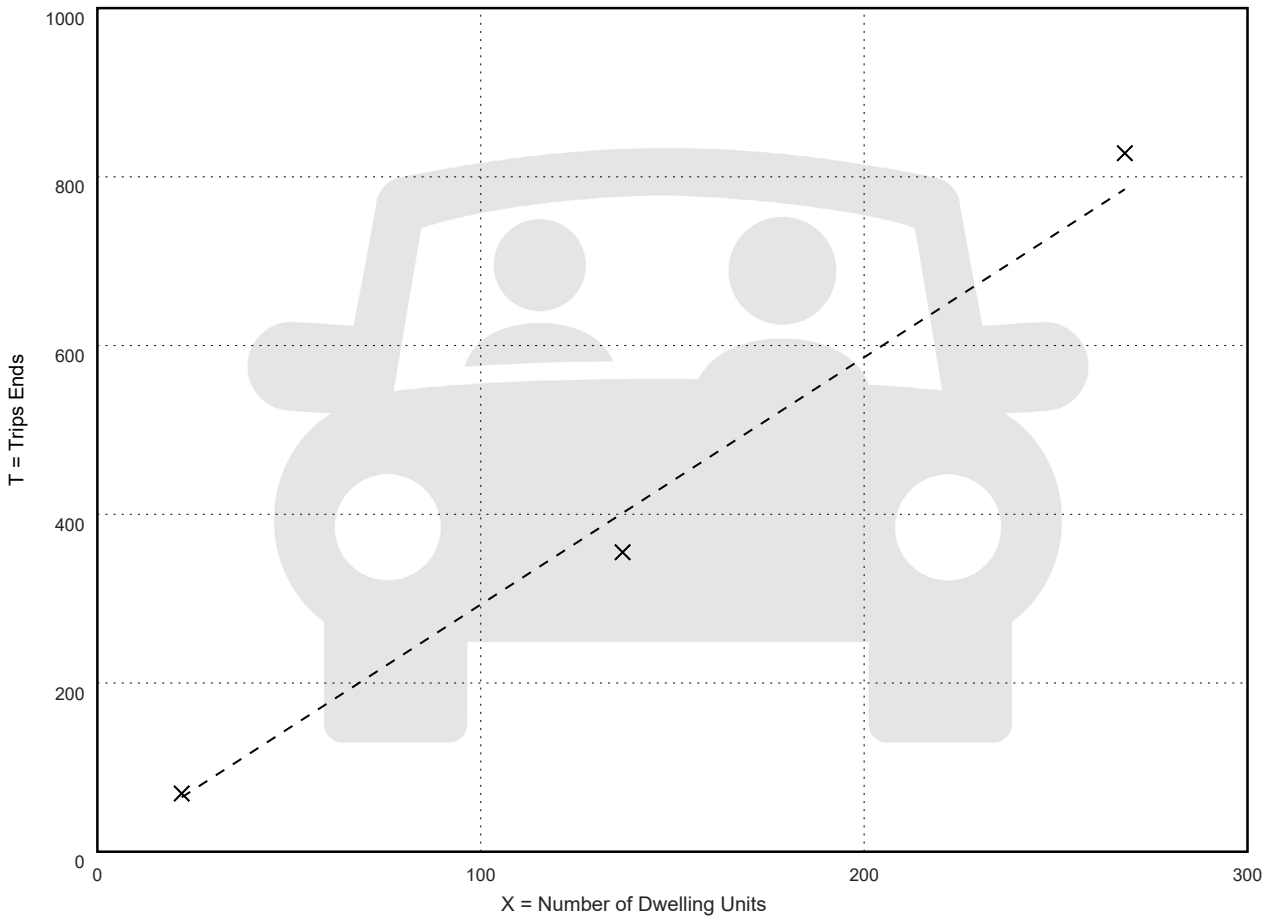
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **Dense Multi-Use Urban**
Number of Studies: 3
Avg. Num. of Dwelling Units: 142
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.93	2.59 - 3.14	0.29

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

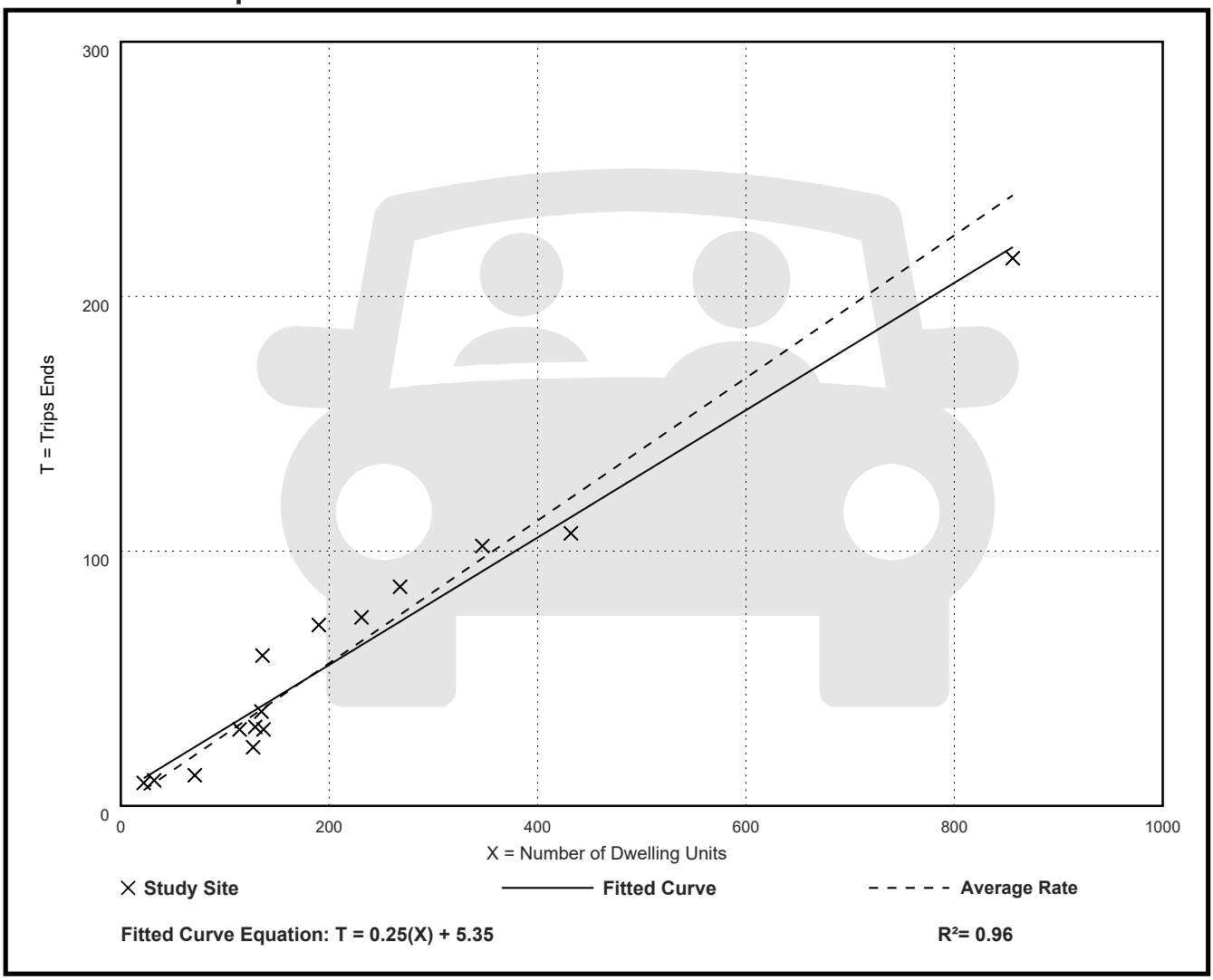
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**Dense Multi-Use Urban**
Number of Studies:	15
Avg. Num. of Dwelling Units:	215
Directional Distribution:	14% entering, 86% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.28	0.17 - 0.43	0.06

Data Plot and Equation



Fitted Curve Equation: T = 0.25(X) + 5.35

R^2= 0.96

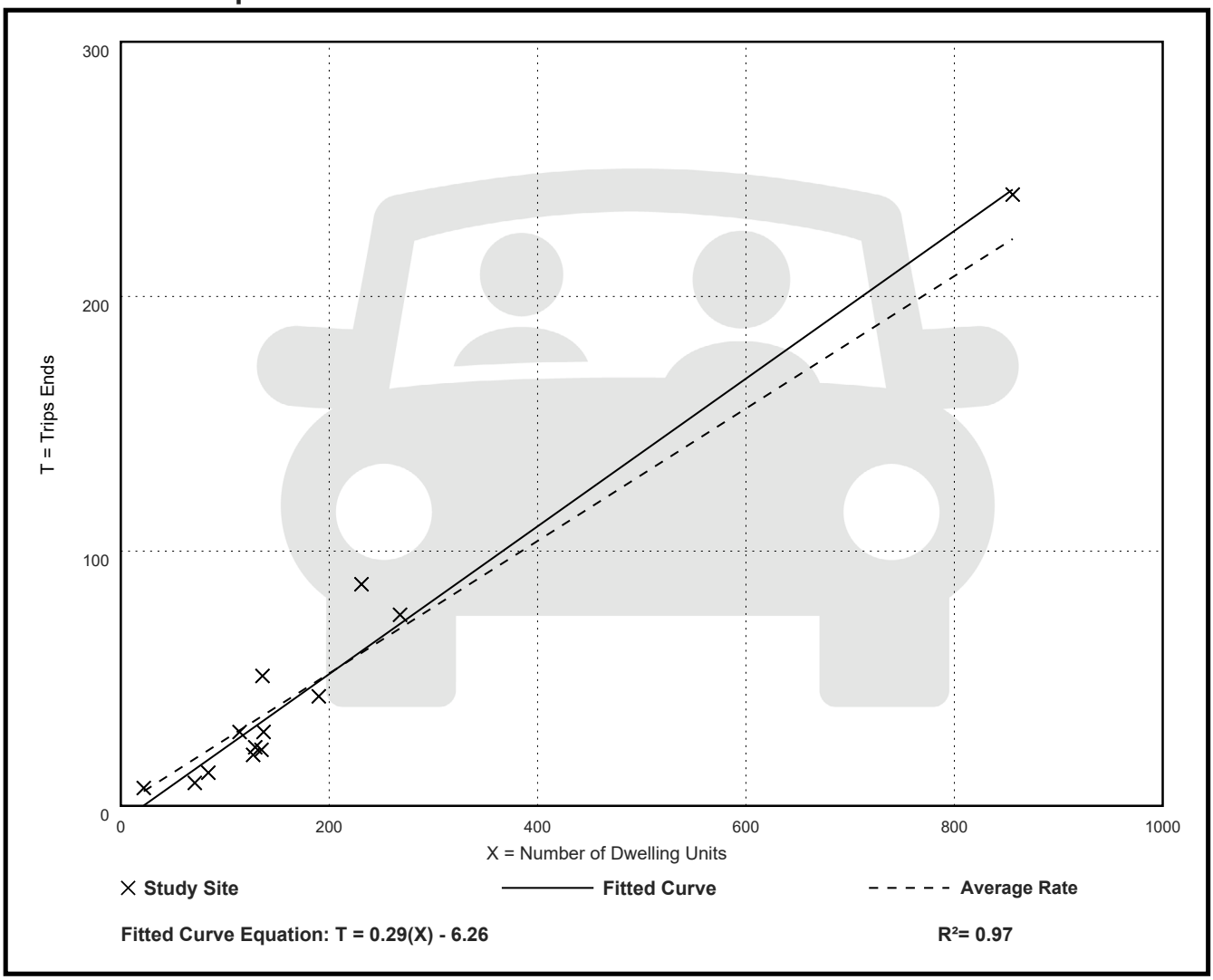
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **Dense Multi-Use Urban**
Number of Studies: 13
Avg. Num. of Dwelling Units: 192
Directional Distribution: 74% entering, 26% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.13 - 0.38	0.07

Data Plot and Equation



Fitted Curve Equation: T = 0.29(X) - 6.26

R^2= 0.97

APPENDIX E

FDOT Historic Traffic Counts

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 90 - MONROE

SITE: 0103 - CR 5A/PALM AV, 200' N SR 5/US-1

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	21000 C	N 10500	S 10500	9.00	54.80	7.00
2023	19500 C	N 9900	S 9600	9.00	54.70	8.50
2022	17400 C	N 8900	S 8500	9.00	54.20	2.70
2021	20900 C	N 11000	S 9900	9.00	53.10	6.00
2020	14400 C	N 7300	S 7100	9.00	54.10	6.00
2019	18800 C	N 9100	S 9700	9.00	54.70	6.00
2018	19700 C	N 9700	S 10000	9.00	55.10	6.60
2017	20000 C	N 10000	S 10000	9.00	53.90	4.70
2016	14200 C	N 7300	S 6900	9.00	54.90	8.80
2015	18100 C	N 9100	S 9000	9.00	54.30	8.10
2014	15100 C	N 7300	S 7800	9.00	55.20	3.80
2013	16200 C	N 8500	S 7700	9.00	54.80	7.30
2012	17500 C	N 9300	S 8200	9.00	55.00	8.20
2011	16700 C	N 7700	S 9000	9.00	55.10	8.30
2010	17200 C	N 8100	S 9100	10.26	56.84	10.30
2009	18300 C	N 9800	S 8500	10.23	56.56	8.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 90 - MONROE

SITE: 7071 - EATON STREET 250 FT WEST OF GRINNEL STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	13200 C	E 6300	W 6900	9.00	54.80	4.50
2023	16400 F	E 7800	W 8600	9.00	54.70	5.80
2022	15600 C	E 7400	W 8200	9.00	54.20	5.80
2021	13600 F	E 6400	W 7200	9.00	53.10	4.70
2020	13400 C	E 6300	W 7100	9.00	54.10	4.70
2019	10600 F	E 4800	W 5800	9.00	54.70	2.70
2018	10600 C	E 4800	W 5800	9.00	55.10	2.70
2017	12100 F	E 5600	W 6500	9.00	53.90	4.90
2016	11900 C	E 5500	W 6400	9.00	54.90	4.90
2015	13400 F	E 6600	W 6800	9.00	54.30	19.30
2014	12800 C	E 6300	W 6500	9.00	55.20	19.30
2013	12700 F	E 5700	W 7000	9.00	54.80	2.80
2012	12500 C	E 5600	W 6900	9.00	55.00	2.80
2011	10600 F	E 5100	W 5500	9.00	55.10	8.30
2010	10400 C	E 5000	W 5400	10.26	56.84	10.30
2009	10700 C	E 5200	W 5500	10.23	56.56	8.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 90 - MONROE

SITE: 8110 - WHITE ST, 200' NORTH OFFLEMING ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	5000 C	N 2800	S 2200	9.00	54.80	7.00
2023	3900 T	N 2100	S 1800	9.00	54.70	8.50
2022	3700 S	N 2000	S 1700	9.00	54.20	2.70
2021	3700 F	N 2000	S 1700	9.00	53.10	5.70
2020	3700 C	N 2000	S 1700	9.00	54.10	9.50
2019	4500 T	N 2400	S 2100	9.00	54.70	4.70
2018	4500 S	N 2400	S 2100	9.00	55.10	6.60
2017	4500 F	N 2400	S 2100	9.00	53.90	4.70
2016	4500 C	N 2400	S 2100	9.00	54.90	8.80
2015	5800 T	0	0	9.00	54.30	8.10
2014	5600 S			9.00	55.20	3.80
2013	5500 F	0	0	9.00	54.80	7.30
2012	5400 C	N 0	S 0	9.00	55.00	8.20

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

The Lofts at Trumbo

Key West, FL

Growth Rate Analysis

Site #900103 - CR 5A / Palm Avenue - 200 Feet North of SR 5 US 1

Year	Volume	Growth Rate
2015	18,100	
2024	21,000	1.50%

Site #907071 - Eaton Street - 250 Feet West of Grinnel Street

Year	Volume	Growth Rate
2015	13,400	
2024	13,200	-0.15%

Site #908110 - White Street - 200 Feet Nort of Fleming Street

Year	Volume	Growth Rate
2015	5,800	
2024	5,000	-1.47%

Total - All Count Stations

Year	Volume	Growth Rate
2015	37,300	
2024	39,200	0.50%

APPENDIX F

Future Traffic Volumes Spreadsheets

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Grinnell Street and Caroline Street / Trumbo Road
AM Peak Hour

Description	Grinnell Street Northbound			Grinnell Street Southbound			Caroline Street Eastbound			Trumbo Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/26/2026)	124	7	17	0	9	6	10	7	65	9	7	1
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
2026 Peak Season Traffic	124	7	17	0	9	6	10	7	65	9	7	1
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
2028 Background Traffic	125	7	17	0	9	6	10	7	66	9	7	1
The Lofts at Trumbo			5					1		28	9	
2028 Total Traffic	**125**	**7**	**22**	**0**	**9**	**6**	**10**	**8**	**66**	**37**	**16**	**1**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Grinnell Street and Caroline Street / Trumbo Road
PM Peak Hour

Description	Grinnell Street Northbound			Grinnell Street Southbound			Caroline Street Eastbound			Trumbo Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/26/2026)	178	35	10	2	27	17	28	6	129	14	7	1
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
2026 Peak Season Traffic	178	35	10	2	27	17	28	6	129	14	7	1
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
2028 Background Traffic	180	35	10	2	27	17	28	6	130	14	7	1
The Lofts at Trumbo			20					7		8	2	
2028 Total Traffic	**180**	**35**	**30**	**2**	**27**	**17**	**28**	**13**	**130**	**22**	**9**	**1**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Grinnell Street and Eaton Street
AM Peak Hour

Description	Grinnell Street Northbound			Grinnell Street Southbound			Eaton Street Eastbound			Eaton Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/26/2026)	9	18	14	77	8	11	4	156	8	14	442	138
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
2026 Peak Season Traffic	9	18	14	77	8	11	4	156	8	14	442	138
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
2028 Background Traffic	9	18	14	78	8	11	4	158	8	14	446	139
The Lofts at Trumbo		1		22	4	2						4
2028 Total Traffic	**9**	**19**	**14**	**100**	**12**	**13**	**4**	**158**	**8**	**14**	**446**	**143**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Grinnell Street and Eaton Street
PM Peak Hour

Description	Grinnell Street Northbound			Grinnell Street Southbound			Eaton Street Eastbound			Eaton Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/26/2026)	10	21	11	172	21	14	11	347	11	11	495	119
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
2026 Peak Season Traffic	10	21	11	172	21	14	11	347	11	11	495	119
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
2028 Background Traffic	10	21	11	174	21	14	11	350	11	11	500	120
The Lofts at Trumbo		3		6	1	1	1					16
2028 Total Traffic	**10**	**24**	**11**	**180**	**22**	**15**	**12**	**350**	**11**	**11**	**500**	**136**

APPENDIX G

Signal Timing Plans

B.3 System Information

System Id	3010
Name	Eaton St & Grinnell St
Location	City of Key West
Contact	

1.2 Unit Setup

Auto Ped Clear	Disabled
Red Revert	2.0
Min Yellow Time	3.0
Dual Ped Control	0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	0
Start Veh Call	2,4
Start Ped Call	

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	V	V	V	V	V	V	P	P	P	P	O	O	O	O
Source		2		4												
Alt 1/2 Hz																
Flash Red				X												
Flash Yel		X														

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	

Program Type	McCain Omni eX
Firmware	3.4
Street 1	
Street 2	
Last Modified	3/28/2024 5:01 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	1
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

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

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	.	G	.	.	.	.	.	.
Enabled		X		X				
Ring1		X		X				
Ring2								
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	2,4
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	0	16	0	16	0	0	0	0
Passage	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Max 1	0	35	0	25	0	0	0	0
Max 2	0	39	0	17	0	0	0	0
Max 3	0	0	0	0	0	0	0	0
Max 4	0	0	0	0	0	0	0	0
Yellow Change	0.0	3.4	0.0	3.4	0.0	0.0	0.0	0.0
Red Clear	0.0	2.8	0.0	3.5	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	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
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit	X		X		X	X	X	X
Ped Omit	X	X	X	X	X	X	X	X
Min Veh Recall		X		X				
Max Veh Recall		X		X				
Soft Veh Recall								
Ped Recall								
Ped Recycle								
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap								
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	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	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Passage	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase																																
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	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	32
No Activity	0	0	0	0	0	0	0	0	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 Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8												
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	75	90	90	100	75	0	0	0
Offset Time	50	50	57	65	50	0	0	0
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases						1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16		
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Maximum 2	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
No Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
No Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

5.2 Patterns	17	18	19	20	21	22	23	24
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	17	18	19	20	21	22	23	24
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
No Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

5.2 Patterns	25	26	27	28	29	30	31	32
Cycle Time	0	0	0	0	0	0	75	85
Offset Time	0	0	0	0	0	0	50	49
Split	25	26	27	28	29	30	31	32
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
No Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

5.2 Patterns	33	34	35	36	37	38	39	40
Cycle Time	95	100	85	0	0	0	0	0
Offset Time	54	63	47	0	0	0	0	0
Split	33	34	35	36	37	38	39	40
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
No Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

5.2 Patterns	41	42	43	44	45	46	47	48
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	41	42	43	44	45	46	47	48
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
No Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

5.2 Patterns	49	50	51	52	53	54	55	56
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	49	50	51	52	53	54	55	56
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
No Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

5.2 Patterns	57	58	59	60	61	62	63	64
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	57	58	59	60	61	62	63	64
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
No Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	48	0	27	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NACT	NONE	MAXV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X														
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	63	0	27	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NACT	NONE	MAXV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X														
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	62	0	28	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NACT	NONE	MAXV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X														
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	65	0	35	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NACT	NONE	MAXV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X														
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	48	0	27	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NACT	NONE	MAXV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X														
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 17

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 18

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 19

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 20

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 21

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 22

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 23

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 24

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 25

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 26

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 27

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 28

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 29

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 30

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 31

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	48	0	27	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NACT	NONE	MAXV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X														
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 32

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	58	0	27	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NACT	NONE	MAXV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X														
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 33

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	65	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NACT	NONE	MAXV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X														
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 34

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	70	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NACT	NONE	MAXV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X														
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 35

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	58	0	27	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NACT	NONE	MAXV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X														
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 36

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 37

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 38

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 39

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 40

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 41

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 42

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 43

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 44

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 45

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 46

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 47

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 48

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 49

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 50

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 51

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 52

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 53

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 54

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 55

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 56

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 57

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 58

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 59

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 60

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 61

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 62

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 63

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 64

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	Plan
1	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
2	X	X	X	X	X	X	X	X	X	X	X	X	X						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2
3																																																			0
4																																																			0
5																																																			0
6																																																			0
7																																																			0
8																																																			0

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	Plan
9																																																			0
10																																																			0
11																																																			0
12																																																			0
13																																																			0
14																																																			0
15																																																			0
16																																																			0

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	6	7	10	15	18	21	0	0	0	0	0	0	0	0	0
Minute	0	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0
Action	6	1	2	3	4	5	6	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	6	7	10	15	18	21	0	0	0	0	0	0	0	0	0
Minute	0	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0
Action	6	31	32	33	34	35	6	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Pattern1	Pattern2	Pattern3	Pattern4	Pattern5	Pattern6	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Pattern31	Pattern32
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	33	34	35	36	37	38	39	40
Pattern	Pattern33	Pattern34	Pattern35	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	41	42	43	44	45	46	47	48
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	49	50	51	52	53	54	55	56
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	57	58	59	60	61	62	63	64
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases								
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X	X	X	X	X	X	X
Override Flash	X	X	X	X	X	X	X	X
Override +1	X	X	X	X	X	X	X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	0	0	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	255	255	255	255	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	

8.2 TSP Strategy Options — Strategy 1 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 2 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 3 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 4 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 5 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 6 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 7 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 8 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 9 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 10 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 11 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 12 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options Strategy 13 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options Strategy 14 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options Strategy 15 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 16 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 5 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 6 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 7 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 8 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 9 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 10 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 11 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 12 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 13 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 14 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 15 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 16 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.1.1 Nema ABCD Input Mapping

Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX
A-f	Vehicle Detector	1	B-m	Phase Ped Omit	7	A-k	Man Control Enable	1	D-V	Unused Input	1
A-K	Vehicle Detector	2	B-n	Phase Ped Omit	8	A-q		1	D-W	Unused Input	1
B-N	Vehicle Detector	3	B-U	Phase Omit	1	A-y		2	D-X	Unused Input	1
B-L	Vehicle Detector	4	B-S	Phase Omit	2	A-HH		3	D-Y	Free (no Coord)	1
C-P	Vehicle Detector	5	B-R	Phase Omit	3	A-n		1	D-Z	Unused Input	1
C-S	Vehicle Detector	6	B-g	Phase Omit	4	A-AA		2	D-a	Unused Input	1
C-V	Vehicle Detector	7	C-n	Phase Omit	5	C-b		3	D-b	Alarm	1
C-t	Vehicle Detector	8	C-q	Phase Omit	6	A-BB	Walk Rest Modifier	1	D-c	Alarm	2
A-g	Pedestrian Detector	1	C-r	Phase Omit	7	B-B	Unused Input	1	D-d	Alarm	3
A-L	Pedestrian Detector	2	C-s	Phase Omit	8	B-W	Unused Input	1	D-e	Alarm	4
B-P	Pedestrian Detector	3	A-i	Force Off Ring	1	B-X	Unused Input	1	D-f	Alarm	5
B-M	Pedestrian Detector	4	A-N	Stop Time Ring	1	B-v	Unused Input	1	D-g	Local Flash Sense	1
C-R	Pedestrian Detector	5	A-P	Inhibit Max Ring	1	D-A	Vehicle Detector	9	D-h	MMU Flash	1
C-T	Pedestrian Detector	6	A-x	Red Rest Ring	1	D-B	Vehicle Detector	10	D-i	Door Ajar	1
C-U	Pedestrian Detector	7	A-FF	Ped Recycle Ring	1	D-C	Vehicle Detector	11	D-j	Special Func Input	1
C-W	Pedestrian Detector	8	A-GG	Max II Ring	1	D-D	Vehicle Detector	12	D-k	Special Func Input	2
A-h	Phase Hold	1	A-w	Omit Red Clear Ring	1	D-E	Vehicle Detector	13	D-m	Special Func Input	3
A-M	Phase Hold	2	A-m	Call To Na	1	D-F	Vehicle Detector	14	D-n	Special Func Input	4
B-i	Phase Hold	3	C-Y	Force Off Ring	2	D-G	Vehicle Detector	15	D-p	Special Func Input	5
B-h	Phase Hold	4	C-Z	Stop Time Ring	2	D-H	Vehicle Detector	16	D-q	Special Func Input	6
C-m	Phase Hold	5	C-a	Inhibit Max Ring	2	D-J	Vehicle Detector	17	D-r	Special Func Input	7
C-p	Phase Hold	6	C-u	Red Rest Ring	2	D-K	Vehicle Detector	18	D-s	Special Func Input	8
C-EE	Phase Hold	7	B-V	Ped Recycle Ring	2	D-L	Vehicle Detector	19	D-t	Preempt Detector	1
C-X	Phase Hold	8	B-z	Max II Ring	2	D-M	Vehicle Detector	20	D-u	Preempt Detector	2
A-EE	Phase Ped Omit	1	C-v	Omit Red Clear Ring	2	D-N	Vehicle Detector	21	D-v	Preempt Detector	3
A-v	Phase Ped Omit	2	A-z	Call To Na	2	D-P	Vehicle Detector	22	D-w	Preempt Detector	4
B-j	Phase Ped Omit	3	A-R	External Start	1	D-R	Vehicle Detector	23	D-x	Preempt Detector	5
B-x	Phase Ped Omit	4	A-S	Interval Advance	1	D-S	Vehicle Detector	24	D-y	Preempt Detector	6
B-T	Phase Ped Omit	5	A-T		1	D-T	Clock Update	1	D-KK	Unused Input	1
B-k	Phase Ped Omit	6	A-j	Min Recall	1	D-U	Unused Input	1	D-MM	Unused Input	1

1.5.1.2 Nema ABCD Output Mapping

Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX
A-D	Channel Red	1	B-a	Unused Output	1	C-k	Phase Check	5	A-A	Fault Monitor	1
A-F	Channel Red	2	B-J	Channel Red	10	C-BB	Phase Check	6	A-C	Voltage Monitor	1
B-F	Channel Red	3	C-L	Unused Output	1	C-MM	Phase Check	7	B-FF	Channel Green	15
B-G	Channel Red	4	C-z	Channel Red	11	C-FF	Phase Check	8	B-HH	Channel Yellow	15
C-H	Channel Red	5	C-y	Unused Output	1	B-A	Phase Next	1	B-DD	Channel Red	15
C-G	Channel Red	6	C-C	Channel Red	12	B-C	Phase Next	2	B-w	Channel Green	16
C-F	Channel Red	7	A-a	Unused Output	1	B-t	Phase Next	3	B-EE	Channel Yellow	16
C-D	Channel Red	8	A-H	Channel Yellow	9	B-f	Phase Next	4	B-u	Channel Red	16
A-Z	Channel Yellow	1	B-Z	Unused Output	1	C-M	Phase Next	5	A-X	Flash Logic Output	1
A-b	Channel Yellow	2	B-H	Channel Yellow	10	C-DD	Phase Next	6	D-LL	Detector Reset	1
B-E	Channel Yellow	3	C-K	Unused Output	1	C-PP	Phase Next	7	A-CC	Status A	1
B-c	Channel Yellow	4	C-AA	Channel Yellow	11	C-HH	Phase Next	8	A-r	Status B	1
C-J	Channel Yellow	5	C-KK	Unused Output	1	A-DD	Phase On	1	A-Y	Status C	1
C-h	Channel Yellow	6	C-w	Channel Yellow	12	A-e	Phase On	2	C-A	Status A	2
C-E	Channel Yellow	7	A-t	Unused Output	1	B-s	Phase On	3	C-B	Status B	2
C-e	Channel Yellow	8	A-J	Channel Green	9	B-e	Phase On	4	C-c	Status C	2
A-s	Channel Green	1	B-Y	Unused Output	1	C-N	Phase On	5	D-z	Alarm Output	1
A-c	Channel Green	2	B-d	Channel Green	10	C-CC	Phase On	6	D-AA	Alarm Output	2
B-D	Channel Green	3	C-j	Unused Output	1	C-NN	Phase On	7	D-BB	Special Func Output	1
B-b	Channel Green	4	C-LL	Channel Green	11	C-GG	Phase On	8	D-CC	Special Func Output	2
C-i	Channel Green	5	C-JJ	Unused Output	1	B-AA	Channel Green	13	D-DD	Special Func Output	3
C-g	Channel Green	6	C-d	Channel Green	12	B-p	Channel Yellow	13	D-EE	Special Func Output	4
C-f	Channel Green	7	A-u	Phase Check	1	B-q	Channel Red	13	D-FF	Special Func Output	5
C-x	Channel Green	8	A-d	Phase Check	2	B-GG	Channel Green	14	D-GG	Special Func Output	6
A-E	Unused Output	1	B-r	Phase Check	3	B-BB	Channel Yellow	14	D-HH	Special Func Output	7
A-G	Channel Red	9	B-K	Phase Check	4	B-CC	Channel Red	14	D-JJ	Special Func Output	8

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Disabled
VOS Log Mode	Disabled
Cycle MOE Log Mode	Disabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Unused Input
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

B.1.3.5 Security

Http Without Security:	False

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

B.1.3 Web UI

Failed Attempts Lockout:	3	Lockout Time (min):	15	Unauthorized Access Alarm:	10	Inactivity Timeout (min)	30

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	11.23.46.1	0.0.0.0
Net Mask	255.255.255.192	0.0.0.0
Gateway	11.23.46.5	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255
FHP Port	0	0
FHP Address	1	2
FHP City	0	0
FHP Response Fwd		

A.8 SPaT Destinations

Address Number	1	2	3	4
Unicast Enable				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

A.2.1.1 FHP Response Forwarding

Address Number				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

APPENDIX H

SYNCHRO Output

Existing (2026) SYNCHRO Output

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	7	65	9	7	1	124	7	17	0	9	6
Future Vol, veh/h	10	7	65	9	7	1	124	7	17	0	9	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	7	69	10	7	1	132	7	18	0	10	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

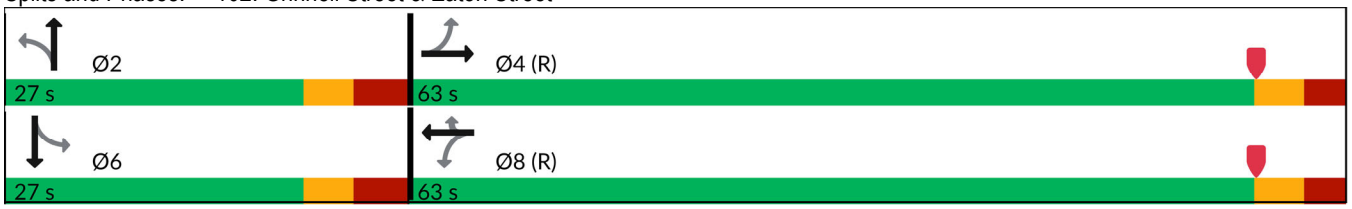
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.6	8.2	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	84%	12%	53%	0%
Vol Thru, %	5%	9%	41%	60%
Vol Right, %	11%	79%	6%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	82	17	15
LT Vol	124	10	9	0
Through Vol	7	7	7	9
RT Vol	17	65	1	6
Lane Flow Rate	157	87	18	16
Geometry Grp	1	1	1	1
Degree of Util (X)	0.185	0.094	0.023	0.018
Departure Headway (Hd)	4.228	3.898	4.486	3.999
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	844	925	803	881
Service Time	2.277	1.898	2.487	2.085
HCM Lane V/C Ratio	0.186	0.094	0.022	0.018
HCM Control Delay, s/veh	8.2	7.3	7.6	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.3	0.1	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	156	14	442	138	9	18	77	8
Future Volume (vph)	4	156	14	442	138	9	18	77	8
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	24.9	24.9	24.9	24.9	24.9	24.2	24.2	24.2	24.2
Total Split (s)	63.0	63.0	63.0	63.0	63.0	27.0	27.0	27.0	27.0
Total Split (%)	70.0%	70.0%	70.0%	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	3.5	3.5	3.5	3.5
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)		6.2		6.2	6.2		6.9		6.9
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		66.3		66.3	66.3		16.4		16.4
Actuated g/C Ratio		0.74		0.74	0.74		0.18		0.18
v/c Ratio		0.14		0.37	0.13		0.16		0.45
Control Delay (s/veh)		5.3		7.1	1.3		23.7		37.3
Queue Delay		0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)		5.3		7.1	1.3		23.7		37.3
LOS		A		A	A		C		D
Approach Delay (s/veh)		5.3		5.7			23.7		37.3
Approach LOS		A		A			C		D

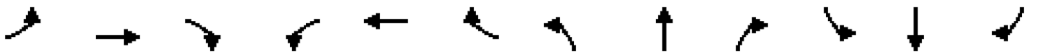
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay (s/veh): 9.8	Intersection LOS: A
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: Grinnell Street & Eaton Street



Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	186	507	153	46	107
v/c Ratio	0.14	0.37	0.13	0.16	0.45
Control Delay (s/veh)	5.3	7.1	1.3	23.7	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.3	7.1	1.3	23.7	37.3
Queue Length 50th (ft)	32	112	0	14	51
Queue Length 95th (ft)	60	184	19	43	101
Internal Link Dist (ft)	404	284		448	287
Turn Bay Length (ft)					
Base Capacity (vph)	1348	1356	1158	355	287
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.37	0.13	0.13	0.37

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	156	8	14	442	138	9	18	14	77	8	11
Future Volume (veh/h)	4	156	8	14	442	138	9	18	14	77	8	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.96	0.97		0.94	0.89		0.84	0.87		0.86
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	173	9	16	491	153	10	20	16	86	9	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1181	60	57	1248	1012	83	141	94	247	27	25
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	11	1735	89	23	1833	1487	197	813	539	1005	155	147
Grp Volume(v), veh/h	186	0	0	507	0	153	46	0	0	107	0	0
Grp Sat Flow(s),veh/h/ln	1835	0	0	1856	0	1487	1549	0	0	1307	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	10.7	0.0	3.3	2.1	0.0	0.0	6.2	0.0	0.0
Prop In Lane	0.02		0.05	0.03		1.00	0.22		0.35	0.80		0.11
Lane Grp Cap(c), veh/h	1289	0	0	1305	0	1012	318	0	0	299	0	0
V/C Ratio(X)	0.14	0.00	0.00	0.39	0.00	0.15	0.14	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	1289	0	0	1305	0	1012	392	0	0	361	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	0.0	0.0	6.3	0.0	5.1	31.6	0.0	0.0	33.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	0.0	0.3	0.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	3.9	0.0	1.0	0.9	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.3	0.0	0.0	7.2	0.0	5.4	31.8	0.0	0.0	33.8	0.0	0.0
LnGrp LOS	A			A		A	C			C		
Approach Vol, veh/h		186			660			46			107	
Approach Delay, s/veh		5.3			6.8			31.8			33.8	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.6		67.4		22.6		67.4				
Change Period (Y+Rc), s		6.9		6.2		6.9		6.2				
Max Green Setting (Gmax), s		20.1		56.8		20.1		56.8				
Max Q Clear Time (g_c+I1), s		4.1		5.2		8.2		12.7				
Green Ext Time (p_c), s		0.1		1.2		0.4		4.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.6									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	6	129	14	7	1	178	35	10	2	27	17
Future Vol, veh/h	28	6	129	14	7	1	178	35	10	2	27	17
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	7	148	16	8	1	205	40	11	2	31	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

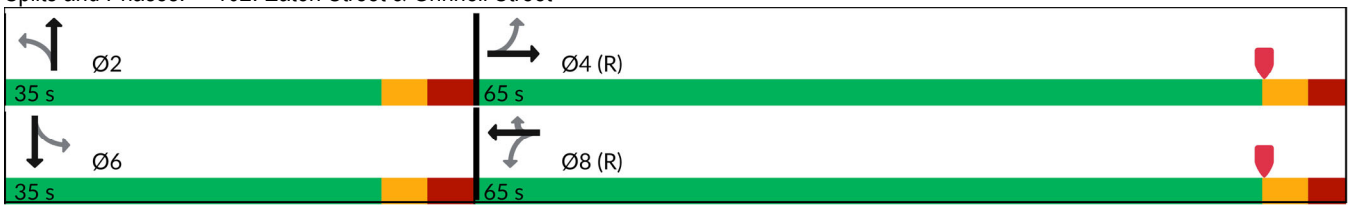
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.5	8.2	9.9	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	80%	17%	64%	4%
Vol Thru, %	16%	4%	32%	59%
Vol Right, %	4%	79%	5%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	223	163	22	46
LT Vol	178	28	14	2
Through Vol	35	6	7	27
RT Vol	10	129	1	17
Lane Flow Rate	256	187	25	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.327	0.222	0.035	0.066
Departure Headway (Hd)	4.599	4.259	4.984	4.493
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	843	718	796
Service Time	2.629	2.282	3.018	2.529
HCM Lane V/C Ratio	0.327	0.222	0.035	0.067
HCM Control Delay, s/veh	9.9	8.5	8.2	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.4	0.8	0.1	0.2

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	11	347	11	495	119	10	21	172	21
Future Volume (vph)	11	347	11	495	119	10	21	172	21
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	24.9	24.9	24.9	24.9	24.9	24.2	24.2	24.2	24.2
Total Split (s)	65.0	65.0	65.0	65.0	65.0	35.0	35.0	35.0	35.0
Total Split (%)	65.0%	65.0%	65.0%	65.0%	65.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	3.5	3.5	3.5	3.5
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)		6.2		6.2	6.2		6.9		6.9
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		65.1		65.1	65.1		21.8		21.8
Actuated g/C Ratio		0.65		0.65	0.65		0.22		0.22
v/c Ratio		0.33		0.44	0.12		0.13		0.76
Control Delay (s/veh)		9.4		10.9	1.9		23.7		52.7
Queue Delay		0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)		9.4		10.9	1.9		23.7		52.7
LOS		A		B	A		C		D
Approach Delay (s/veh)		9.4		9.2			23.7		52.7
Approach LOS		A		A			C		D

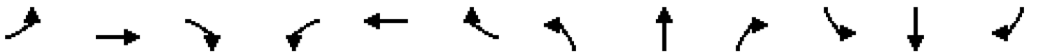
Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 30 (30%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 17.0	Intersection LOS: B
Intersection Capacity Utilization 62.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: Eaton Street & Grinnell Street



Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	389	533	125	45	218
v/c Ratio	0.33	0.44	0.12	0.13	0.76
Control Delay (s/veh)	9.4	10.9	1.9	23.7	52.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.4	10.9	1.9	23.7	52.7
Queue Length 50th (ft)	98	150	0	17	129
Queue Length 95th (ft)	180	267	23	43	198
Internal Link Dist (ft)	474	284		448	287
Turn Bay Length (ft)					
Base Capacity (vph)	1184	1199	1016	455	367
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.44	0.12	0.10	0.59

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	347	11	11	495	119	10	21	11	172	21	14
Future Volume (veh/h)	11	347	11	11	495	119	10	21	11	172	21	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.95	0.98		0.95	0.95		0.88	0.91		0.88
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	12	365	12	12	521	125	11	22	12	181	22	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	1195	39	47	1260	1028	98	179	85	273	25	17
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	22	1748	56	15	1842	1504	289	967	457	1118	136	93
Grp Volume(v), veh/h	389	0	0	533	0	125	45	0	0	218	0	0
Grp Sat Flow(s),veh/h/ln	1826	0	0	1857	0	1504	1713	0	0	1346	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	13.4	0.0	0.0
Cycle Q Clear(g_c), s	8.4	0.0	0.0	12.6	0.0	2.9	2.2	0.0	0.0	15.6	0.0	0.0
Prop In Lane	0.03		0.03	0.02		1.00	0.24		0.27	0.83		0.07
Lane Grp Cap(c), veh/h	1286	0	0	1307	0	1028	362	0	0	315	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.41	0.00	0.12	0.12	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	1286	0	0	1307	0	1028	511	0	0	440	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.3	0.0	0.0	7.0	0.0	5.5	34.1	0.0	0.0	39.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.9	0.0	0.2	0.2	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	4.7	0.0	0.9	0.9	0.0	0.0	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.9	0.0	0.0	7.9	0.0	5.7	34.2	0.0	0.0	42.0	0.0	0.0
LnGrp LOS	A			A		A	C			D		
Approach Vol, veh/h		389			658			45			218	
Approach Delay, s/veh		6.9			7.5			34.2			42.0	
Approach LOS		A			A			C			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	25.4	74.6	25.4	74.6
Change Period (Y+Rc), s	6.9	6.2	6.9	6.2
Max Green Setting (Gmax), s	28.1	58.8	28.1	58.8
Max Q Clear Time (g_c+I1), s	4.2	10.4	17.6	14.6
Green Ext Time (p_c), s	0.2	2.8	0.9	4.5

Intersection Summary	
HCM 7th Control Delay, s/veh	14.0
HCM 7th LOS	B

Future (2028) Background SYNCHRO Output

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	7	66	9	7	1	125	7	17	0	9	6
Future Vol, veh/h	10	7	66	9	7	1	125	7	17	0	9	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	7	70	10	7	1	133	7	18	0	10	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

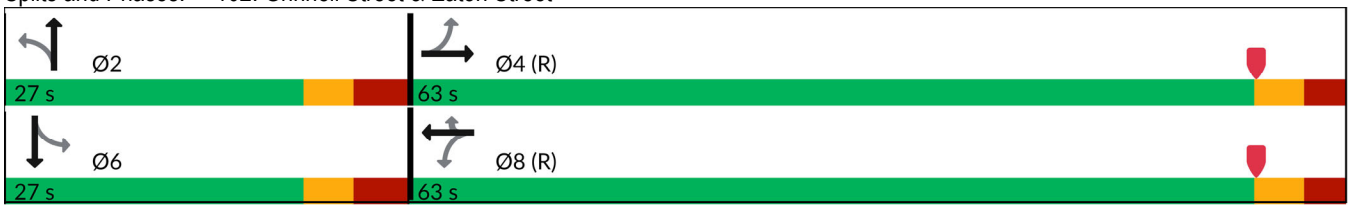
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.6	8.3	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	84%	12%	53%	0%
Vol Thru, %	5%	8%	41%	60%
Vol Right, %	11%	80%	6%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	149	83	17	15
LT Vol	125	10	9	0
Through Vol	7	7	7	9
RT Vol	17	66	1	6
Lane Flow Rate	159	88	18	16
Geometry Grp	1	1	1	1
Degree of Util (X)	0.186	0.096	0.023	0.018
Departure Headway (Hd)	4.229	3.898	4.489	4
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	843	924	802	880
Service Time	2.281	1.898	2.491	2.09
HCM Lane V/C Ratio	0.189	0.095	0.022	0.018
HCM Control Delay, s/veh	8.3	7.3	7.6	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.3	0.1	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	158	14	446	139	9	18	78	8
Future Volume (vph)	4	158	14	446	139	9	18	78	8
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	24.9	24.9	24.9	24.9	24.9	24.2	24.2	24.2	24.2
Total Split (s)	63.0	63.0	63.0	63.0	63.0	27.0	27.0	27.0	27.0
Total Split (%)	70.0%	70.0%	70.0%	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	3.5	3.5	3.5	3.5
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)		6.2		6.2	6.2		6.9		6.9
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		66.2		66.2	66.2		16.5		16.5
Actuated g/C Ratio		0.74		0.74	0.74		0.18		0.18
v/c Ratio		0.14		0.38	0.13		0.16		0.46
Control Delay (s/veh)		5.3		7.1	1.3		23.6		37.7
Queue Delay		0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)		5.3		7.1	1.3		23.6		37.7
LOS		A		A	A		C		D
Approach Delay (s/veh)		5.3		5.8			23.6		37.7
Approach LOS		A		A			C		D

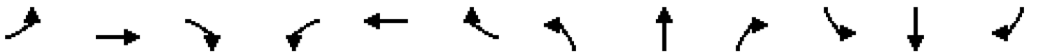
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay (s/veh): 9.9	Intersection LOS: A
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: Grinnell Street & Eaton Street



Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	189	512	154	46	108
v/c Ratio	0.14	0.38	0.13	0.16	0.46
Control Delay (s/veh)	5.3	7.1	1.3	23.6	37.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.3	7.1	1.3	23.6	37.7
Queue Length 50th (ft)	33	114	0	14	52
Queue Length 95th (ft)	62	187	19	43	101
Internal Link Dist (ft)	404	284		448	287
Turn Bay Length (ft)					
Base Capacity (vph)	1348	1355	1157	355	286
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.38	0.13	0.13	0.38

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	158	8	14	446	139	9	18	14	78	8	11
Future Volume (veh/h)	4	158	8	14	446	139	9	18	14	78	8	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.96	0.97		0.94	0.89		0.84	0.87		0.86
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	176	9	16	496	154	10	20	16	87	9	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1182	59	57	1248	1012	83	142	94	248	27	25
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	10	1737	87	23	1833	1487	198	814	539	1008	153	145
Grp Volume(v), veh/h	189	0	0	512	0	154	46	0	0	108	0	0
Grp Sat Flow(s),veh/h/ln	1835	0	0	1856	0	1487	1551	0	0	1306	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	4.1	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	10.8	0.0	3.3	2.1	0.0	0.0	6.3	0.0	0.0
Prop In Lane	0.02		0.05	0.03		1.00	0.22		0.35	0.81		0.11
Lane Grp Cap(c), veh/h	1290	0	0	1304	0	1012	319	0	0	300	0	0
V/C Ratio(X)	0.15	0.00	0.00	0.39	0.00	0.15	0.14	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	1290	0	0	1304	0	1012	392	0	0	361	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	0.0	0.0	6.3	0.0	5.1	31.6	0.0	0.0	33.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	0.0	0.3	0.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	3.9	0.0	1.0	0.9	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.4	0.0	0.0	7.2	0.0	5.4	31.8	0.0	0.0	33.8	0.0	0.0
LnGrp LOS	A			A		A	C			C		
Approach Vol, veh/h		189			666			46			108	
Approach Delay, s/veh		5.4			6.8			31.8			33.8	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.6		67.4		22.6		67.4				
Change Period (Y+Rc), s		6.9		6.2		6.9		6.2				
Max Green Setting (Gmax), s		20.1		56.8		20.1		56.8				
Max Q Clear Time (g_c+I1), s		4.1		5.3		8.3		12.8				
Green Ext Time (p_c), s		0.1		1.2		0.4		4.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.6									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	6	130	14	7	1	180	35	10	2	27	17
Future Vol, veh/h	28	6	130	14	7	1	180	35	10	2	27	17
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	7	149	16	8	1	207	40	11	2	31	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

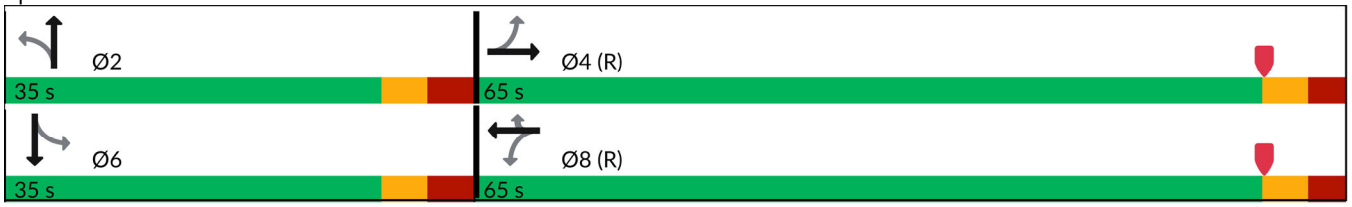
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.5	8.2	9.9	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	80%	17%	64%	4%
Vol Thru, %	16%	4%	32%	59%
Vol Right, %	4%	79%	5%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	164	22	46
LT Vol	180	28	14	2
Through Vol	35	6	7	27
RT Vol	10	130	1	17
Lane Flow Rate	259	189	25	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.331	0.223	0.035	0.066
Departure Headway (Hd)	4.603	4.264	4.992	4.5
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	781	843	716	795
Service Time	2.631	2.289	3.027	2.535
HCM Lane V/C Ratio	0.332	0.224	0.035	0.067
HCM Control Delay, s/veh	9.9	8.5	8.2	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.5	0.9	0.1	0.2

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	11	350	11	500	120	10	21	174	21
Future Volume (vph)	11	350	11	500	120	10	21	174	21
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	24.9	24.9	24.9	24.9	24.9	24.2	24.2	24.2	24.2
Total Split (s)	65.0	65.0	65.0	65.0	65.0	35.0	35.0	35.0	35.0
Total Split (%)	65.0%	65.0%	65.0%	65.0%	65.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	3.5	3.5	3.5	3.5
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)		6.2		6.2	6.2		6.9		6.9
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		65.0		65.0	65.0		21.9		21.9
Actuated g/C Ratio		0.65		0.65	0.65		0.22		0.22
v/c Ratio		0.33		0.45	0.12		0.13		0.77
Control Delay (s/veh)		9.5		11.0	1.9		23.6		52.9
Queue Delay		0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)		9.5		11.0	1.9		23.6		52.9
LOS		A		B	A		C		D
Approach Delay (s/veh)		9.5		9.3			23.6		52.9
Approach LOS		A		A			C		D

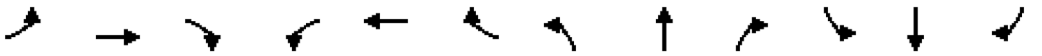
Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 30 (30%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 17.1	Intersection LOS: B
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: Eaton Street & Grinnell Street



Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	392	538	126	45	220
v/c Ratio	0.33	0.45	0.12	0.13	0.77
Control Delay (s/veh)	9.5	11.0	1.9	23.6	52.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	11.0	1.9	23.6	52.9
Queue Length 50th (ft)	100	153	0	17	130
Queue Length 95th (ft)	181	270	23	43	199
Internal Link Dist (ft)	474	284		448	287
Turn Bay Length (ft)					
Base Capacity (vph)	1182	1197	1015	455	367
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.45	0.12	0.10	0.60

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	350	11	11	500	120	10	21	11	174	21	14
Future Volume (veh/h)	11	350	11	11	500	120	10	21	11	174	21	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.95	0.98		0.95	0.95		0.88	0.91		0.88
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	12	368	12	12	526	126	11	22	12	183	22	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	1193	38	47	1257	1026	99	181	85	275	25	17
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	21	1749	56	15	1842	1504	290	967	457	1120	135	92
Grp Volume(v), veh/h	392	0	0	538	0	126	45	0	0	220	0	0
Grp Sat Flow(s),veh/h/ln	1826	0	0	1857	0	1504	1714	0	0	1346	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	13.6	0.0	0.0
Cycle Q Clear(g_c), s	8.5	0.0	0.0	12.8	0.0	2.9	2.2	0.0	0.0	15.8	0.0	0.0
Prop In Lane	0.03		0.03	0.02		1.00	0.24		0.27	0.83		0.07
Lane Grp Cap(c), veh/h	1283	0	0	1304	0	1026	365	0	0	317	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.41	0.00	0.12	0.12	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	1283	0	0	1304	0	1026	512	0	0	440	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.4	0.0	0.0	7.1	0.0	5.5	34.0	0.0	0.0	39.2	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.0	0.0	0.2	0.1	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	4.8	0.0	0.9	0.9	0.0	0.0	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.0	0.0	0.0	8.1	0.0	5.8	34.1	0.0	0.0	42.0	0.0	0.0
LnGrp LOS	A			A		A	C			D		
Approach Vol, veh/h		392			664			45			220	
Approach Delay, s/veh		7.0			7.6			34.1			42.0	
Approach LOS		A			A			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.6		74.4		25.6		74.4				
Change Period (Y+Rc), s		6.9		6.2		6.9		6.2				
Max Green Setting (Gmax), s		28.1		58.8		28.1		58.8				
Max Q Clear Time (g_c+I1), s		4.2		10.5		17.8		14.8				
Green Ext Time (p_c), s		0.2		2.8		0.9		4.6				

Intersection Summary		
HCM 7th Control Delay, s/veh	14.1	
HCM 7th LOS	B	

Future (2028) Total SYNCHRO Output

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	8	66	37	16	1	125	7	22	0	9	6
Future Vol, veh/h	10	8	66	37	16	1	125	7	22	0	9	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	9	70	39	17	1	133	7	23	0	10	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

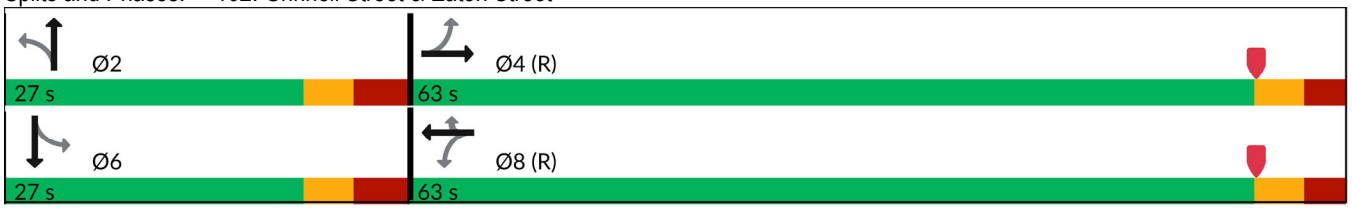
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.9	8.4	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	81%	12%	69%	0%
Vol Thru, %	5%	10%	30%	60%
Vol Right, %	14%	79%	2%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	84	54	15
LT Vol	125	10	37	0
Through Vol	7	8	16	9
RT Vol	22	66	1	6
Lane Flow Rate	164	89	57	16
Geometry Grp	1	1	1	1
Degree of Util (X)	0.195	0.098	0.073	0.019
Departure Headway (Hd)	4.275	3.966	4.564	4.191
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	829	909	789	857
Service Time	2.359	1.969	2.569	2.201
HCM Lane V/C Ratio	0.198	0.098	0.072	0.019
HCM Control Delay, s/veh	8.4	7.4	7.9	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.3	0.2	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	158	14	446	143	9	19	100	12
Future Volume (vph)	4	158	14	446	143	9	19	100	12
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	24.9	24.9	24.9	24.9	24.9	24.2	24.2	24.2	24.2
Total Split (s)	63.0	63.0	63.0	63.0	63.0	27.0	27.0	27.0	27.0
Total Split (%)	70.0%	70.0%	70.0%	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	3.5	3.5	3.5	3.5
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)		6.2		6.2	6.2		6.9		6.9
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		59.8		59.8	59.8		17.1		17.1
Actuated g/C Ratio		0.66		0.66	0.66		0.19		0.19
v/c Ratio		0.16		0.42	0.15		0.15		0.56
Control Delay (s/veh)		6.1		8.5	1.4		23.0		41.0
Queue Delay		0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)		6.1		8.5	1.4		23.0		41.0
LOS		A		A	A		C		D
Approach Delay (s/veh)		6.1		6.9			23.0		41.0
Approach LOS		A		A			C		D

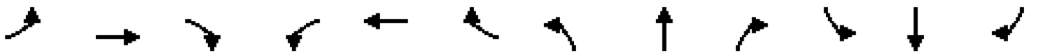
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 11.9	Intersection LOS: B
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: Grinnell Street & Eaton Street



Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	189	512	159	47	138
v/c Ratio	0.16	0.42	0.15	0.15	0.56
Control Delay (s/veh)	6.1	8.5	1.4	23.0	41.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.1	8.5	1.4	23.0	41.0
Queue Length 50th (ft)	33	114	0	15	70
Queue Length 95th (ft)	66	200	21	42	124
Internal Link Dist (ft)	404	284		448	287
Turn Bay Length (ft)					
Base Capacity (vph)	1218	1224	1062	360	287
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.42	0.15	0.13	0.48

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	158	8	14	446	143	9	19	14	100	12	13
Future Volume (veh/h)	4	158	8	14	446	143	9	19	14	100	12	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.96	0.97		0.94	0.90		0.84	0.87		0.86
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	176	9	16	496	159	10	21	16	111	13	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1179	59	57	1244	1009	84	150	96	250	30	23
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	10	1737	87	23	1833	1487	201	852	543	1010	168	133
Grp Volume(v), veh/h	189	0	0	512	0	159	47	0	0	138	0	0
Grp Sat Flow(s),veh/h/ln	1835	0	0	1856	0	1487	1596	0	0	1311	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	0.0	6.2	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	10.9	0.0	3.5	2.2	0.0	0.0	8.4	0.0	0.0
Prop In Lane	0.02		0.05	0.03		1.00	0.21		0.34	0.80		0.10
Lane Grp Cap(c), veh/h	1286	0	0	1301	0	1009	330	0	0	303	0	0
V/C Ratio(X)	0.15	0.00	0.00	0.39	0.00	0.16	0.14	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	1286	0	0	1301	0	1009	401	0	0	362	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.2	0.0	0.0	6.4	0.0	5.2	31.5	0.0	0.0	33.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	0.0	0.3	0.2	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	4.0	0.0	1.0	0.9	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.4	0.0	0.0	7.3	0.0	5.5	31.6	0.0	0.0	34.8	0.0	0.0
LnGrp LOS	A			A		A	C			C		
Approach Vol, veh/h		189			671			47			138	
Approach Delay, s/veh		5.4			6.9			31.6			34.8	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.7		67.3		22.7		67.3				
Change Period (Y+Rc), s		6.9		6.2		6.9		6.2				
Max Green Setting (Gmax), s		20.1		56.8		20.1		56.8				
Max Q Clear Time (g_c+I1), s		4.2		5.3		10.4		12.9				
Green Ext Time (p_c), s		0.1		1.2		0.5		4.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.4									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	13	130	22	9	1	180	35	30	2	27	17
Future Vol, veh/h	28	13	130	22	9	1	180	35	30	2	27	17
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	15	149	25	10	1	207	40	34	2	31	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

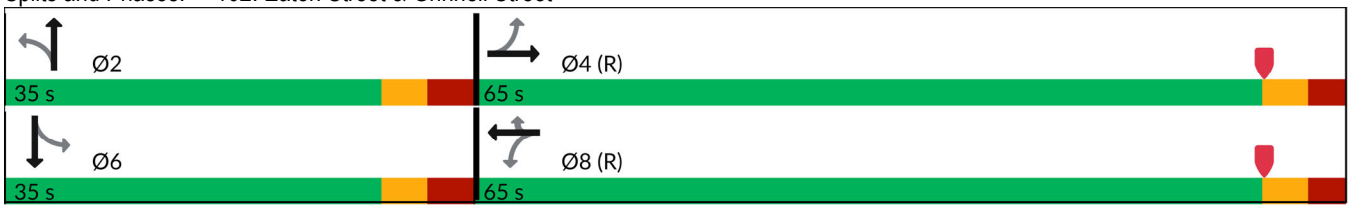
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.7	8.4	10.2	8
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	73%	16%	69%	4%
Vol Thru, %	14%	8%	28%	59%
Vol Right, %	12%	76%	3%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	171	32	46
LT Vol	180	28	22	2
Through Vol	35	13	9	27
RT Vol	30	130	1	17
Lane Flow Rate	282	197	37	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.36	0.238	0.052	0.067
Departure Headway (Hd)	4.599	4.35	5.079	4.584
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	780	824	703	778
Service Time	2.633	2.382	3.123	2.629
HCM Lane V/C Ratio	0.362	0.239	0.053	0.068
HCM Control Delay, s/veh	10.2	8.7	8.4	8
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.6	0.9	0.2	0.2

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	12	350	11	500	136	10	24	180	22
Future Volume (vph)	12	350	11	500	136	10	24	180	22
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	24.9	24.9	24.9	24.9	24.9	24.2	24.2	24.2	24.2
Total Split (s)	65.0	65.0	65.0	65.0	65.0	35.0	35.0	35.0	35.0
Total Split (%)	65.0%	65.0%	65.0%	65.0%	65.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	3.5	3.5	3.5	3.5
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)		6.2		6.2	6.2		6.9		6.9
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		64.6		64.6	64.6		22.3		22.3
Actuated g/C Ratio		0.65		0.65	0.65		0.22		0.22
v/c Ratio		0.34		0.45	0.14		0.13		0.78
Control Delay (s/veh)		9.7		11.2	1.9		23.8		54.0
Queue Delay		0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)		9.7		11.2	1.9		23.8		54.0
LOS		A		B	A		C		D
Approach Delay (s/veh)		9.7		9.3			23.8		54.0
Approach LOS		A		A			C		D

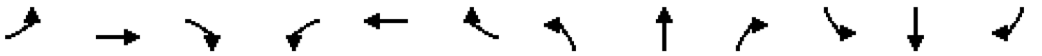
Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 30 (30%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 17.5	Intersection LOS: B
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: Eaton Street & Grinnell Street



Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	393	538	143	48	228
v/c Ratio	0.34	0.45	0.14	0.13	0.78
Control Delay (s/veh)	9.7	11.2	1.9	23.8	54.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.7	11.2	1.9	23.8	54.0
Queue Length 50th (ft)	102	156	0	18	135
Queue Length 95th (ft)	182	270	24	45	207
Internal Link Dist (ft)	474	284		448	287
Turn Bay Length (ft)					
Base Capacity (vph)	1173	1190	1016	458	366
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.45	0.14	0.10	0.62

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	350	11	11	500	136	10	24	11	180	22	15
Future Volume (veh/h)	12	350	11	11	500	136	10	24	11	180	22	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.95	0.98		0.95	0.95		0.88	0.91		0.88
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	13	368	12	12	526	143	11	25	12	189	23	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	1179	38	47	1247	1018	96	197	83	281	26	18
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	24	1742	56	15	1842	1504	268	1025	431	1118	136	95
Grp Volume(v), veh/h	393	0	0	538	0	143	48	0	0	228	0	0
Grp Sat Flow(s),veh/h/ln	1822	0	0	1857	0	1504	1723	0	0	1349	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	0.0	14.0	0.0	0.0
Cycle Q Clear(g_c), s	8.7	0.0	0.0	13.1	0.0	3.4	2.3	0.0	0.0	16.3	0.0	0.0
Prop In Lane	0.03		0.03	0.02		1.00	0.23		0.25	0.83		0.07
Lane Grp Cap(c), veh/h	1270	0	0	1294	0	1018	376	0	0	325	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.42	0.00	0.14	0.13	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	1270	0	0	1294	0	1018	516	0	0	441	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	0.0	0.0	7.3	0.0	5.8	33.6	0.0	0.0	39.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.0	0.0	0.3	0.2	0.0	0.0	3.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	5.0	0.0	1.0	1.0	0.0	0.0	5.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.3	0.0	0.0	8.3	0.0	6.1	33.7	0.0	0.0	42.0	0.0	0.0
LnGrp LOS	A			A		A	C			D		
Approach Vol, veh/h		393			681			48			228	
Approach Delay, s/veh		7.3			7.8			33.7			42.0	
Approach LOS		A			A			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.1		73.9		26.1		73.9				
Change Period (Y+Rc), s		6.9		6.2		6.9		6.2				
Max Green Setting (Gmax), s		28.1		58.8		28.1		58.8				
Max Q Clear Time (g_c+I1), s		4.3		10.7		18.3		15.1				
Green Ext Time (p_c), s		0.2		2.8		0.9		4.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	14.4	
HCM 7th LOS	B	