EAGLE RIDGE ELEMENTARY TO FOX CREEK ELEMENTARY CONSOLIDATION

Traffic Impact Study

Project Number: 1124175

Prepared For: Douglas County School District

March 21, 2025



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Planning and Construction 2808 Highway 85, Building B Castle Rock, Colorado 80109

March 21, 2025

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EXECUTIVE SUMMARY

Douglas County School District is considering options for consolidating schools in Highlands Ranch, Colorado. One option being considered is moving Eagle Ridge Elementary into Fox Creek Elementary. This traffic impact study addresses existing traffic patterns and potential traffic challenges at Fox Creek Elementary, while considering the anticipated increase in traffic caused by the school consolidation.

Fox Creek has a parking lot to the west of the building with a single access point to Collegiate Drive. There is also a drop-off and pick-up lane with two access points off Collegiate Drive. To the southeast, the intersection of Quebec Street and Collegiate Drive is signalized and contains pedestrian crosswalks. Pedestrian crosswalks also aid in the crossing of Collegiate Drive in two locations to the south of the school. Crosswalks also exist at the unsignalized intersection of Princeton Street at Collegiate Drive to the southwest of the school. School bus service is provided for individuals within Fox Creek's attendance boundary, but is restricted to individuals living more than one mile from the school. This bus service will be expanded for Eagle Ridge students who qualify after relocating to Fox Creek.

The projected 2028-2029 combined enrollment is 978 students. The projected combined enrollment number is 67 percent more than the previous maximum Eagle Ridge enrollment. When the existing traffic at Eagle Ridge is relocated to Fox Creek, additional students will be eligible to take the bus. It is anticipated that about 1/4 of the Eagle Ridge students will be newly eligible to take the bus to school. Students who currently walk to Eagle Ridge are unlikely to walk to Fox Creek due to distance and crossing a major roadway, therefore, it is assumed that these students will now be driven to school and count as a new vehicular trip to Fox Creek. Taking into account the estimated street parking trips, the ingress/egress trips, pedestrians and bicyclists converted to vehicle trips, anticipated carpooling and the subtraction of new bus ridership, the resulting increase in trip demand for Fox Creek is about 446 trips during the morning peak hour and 440 trips during the afternoon peak hour.

Traffic will increase with the additional enrollment, but additional bus service will be offered, limiting the impact of the increased enrollment. Consolidating school populations at Fox Creek would cause the school population to more than double its previous historical maximum enrollment. To address existing and potential future traffic challenges the following mitigation measures are recommended:

- Analyze the ability to stagger school start and end times for half of the school by at least 10 minutes to decrease the peak pick-up and drop-off demand.
- Add pavement markings and signage on Collegiate Drive at the parking lot access to create a shared westbound through lane and a westbound right-turn lane. The existing pavement width should accommodate the layout. It is noted that this length of Collegiate Drive has been approved by Douglas County as a staging area. Coordinate with Douglas County to determine if pavement marking and signage is appropriate. Doulgas County follow MUTCH standards for determining the proper intersection traffic control and would not add signage or pavement markings unless warranted.



1. INTRODUCTION

1.1 Study Purpose and Scope

The purpose of this Traffic Impact Study (TIS) is to discuss the existing traffic patterns at Fox Creek Elementary (Fox Creek) and potential mitigation measures for current traffic and potential increased traffic due to increased enrollment caused by school consolidations. A potential school consolidation option includes having Eagle Ridge Elementary (Eagle Ridge) consolidate into Fox Creek.

The scope of this TIS includes assessing school driveways, nearby intersections, school parking lots, school drop off and pickup locations, traffic flow, bicycle and pedestrian facilities, and general traffic challenges at Fox Creek.

1.2 Study Area

Fox Creek Elementary School is located at 6585 Collegiate Drive in the eastern region of Highlands Ranch. This school is near the intersection of Quebec Street at Collegiate Drive. The parcel number for the property is 223108100007. A vicinity map showing the school's location is provided as **Figure 1**.



Figure 1 - Vicinity Map



The study area was determined through consultation with Douglas County School District (DCSD) and Douglas County and potentially impacted intersections were identified. Each school access and adjacent streets are included in the TIS study area as well as the following intersections:

- Quebec Street at Collegiate Drive
- Quebec Street at Timberline Road

Neighborhood local and collector streets are analyzed for safety challenges, bicycle and pedestrian facilities, parking availability, and queueing lengths. Larger intersections at arterial streets are analyzed for the same items, but also for accident history and traffic signal warrant criteria if a traffic signal is not present.

1.3 School Description

Fox Creek

Fox Creek has a start time of 8:35 AM and an end time of 3:30 PM. The school is located in the neighborhood to the northwest of the intersection of Quebec Street at Lincoln Avenue. Fox Creek has a parking lot to the west of the building with a single access point to Collegiate Drive. There is also a drop-off and pick-up lane with two access points off Collegiate Drive. To the southeast, the intersection of Quebec Street and Collegiate Drive is signalized and contains pedestrian crosswalks. Pedestrian crosswalks also aid in the crossing of Collegiate Drive in two locations to the south of the school. Crosswalks also exist at the unsignalized intersection of Princeton Street at Collegiate Drive to the southwest of the school. Fox Creek has a maximum Capacity of 800 students but the largest enrollment since 2013 is 586 students.

School bus service is provided for individuals within Fox Creek's attendance boundary, but is restricted to individuals living more than one mile from the school. **Figure 2** depicts Fox Creek's local attendance boundary in blue with the orange circle representing the walking radius. As of November 2024, 120 individuals are eligible to receive bus service, and 88 individuals have used the bus service which is a 73 percent rate.

Eagle Ridge

Eagle Ridge has a start time of 8:30 AM and an end time of 3:30 PM. The school is located in the neighborhood to the northeast of the intersection of Quebec Street at Lincoln Avenue. Eagle Ridge has a maximum Capacity of 800 students but the largest enrollment since 2013 is 639 students.

School bus service is provided for individuals within Eagle Ridge's attendance boundary but is restricted to individuals living more than one mile from the school. **Figure 3** depicts Eagle Ridge's local attendance boundary in lavender with the orange circle representing the walking radius. As of November 2024, 264 individuals are eligible to receive bus service, and 171 individuals have used the bus service which is a 65 percent rate. Most of the students attending Eagle Ridge live within 1 mile of Fox Creek. Therefore, they would not qualify for bus service to Fox Creek.



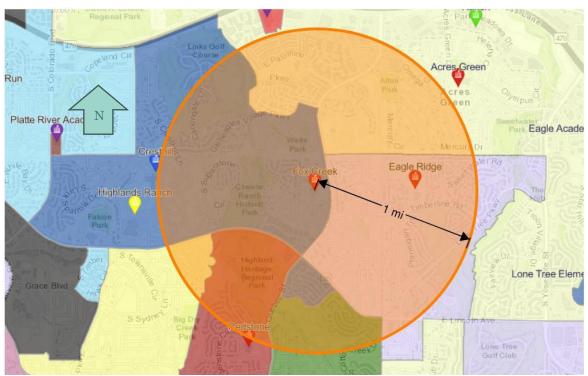


Figure 2 - Fox Creek Bus Service Map

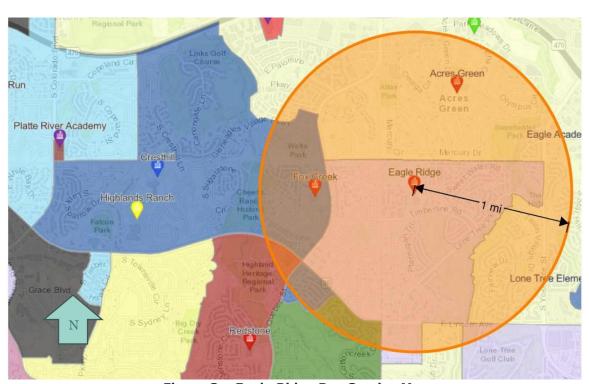


Figure 3 – Eagle Ridge Bus Service Map



2. EXISTING CONDITIONS

2.1 Site Observation

A site observation was performed at Fox Creek on November 18, 2024. Field notes from the site observation are included in **Appendix A**. The morning site observation was conducted from 7:45 AM through 9:15 AM and the afternoon site observation was conducted from 2:45 PM through 4:15 PM. Key observations included:

- Heavy Congestion on Collegiate Drive
- Sight Visibility Challenges due to queued vehicles on Collegiate Drive

2.2 Roadway Network

The Highlands Ranch roadway network is maintained by Douglas County. Fox Creek is situated within a built-out neighborhood and is surrounded by local and neighborhood collector streets. The main access to the neighborhood is Quebec Street at Collegiate Drive. Collegiate Drive extends from the school to a signalized intersection at Quebec Street and an unsignalized intersection at Princeton Street.

Eagle Ridge traffic driving to Fox Creek will mainly use Timberline Road and Quebec Street. **Figure 4** depicts the most likely route that would be taken from Eagle Ridge to Fox Creek.

School zone flashers are located on Collegiate Drive; one approximately 150 feet west of Quebec Street, and another approximately 70 feet east of Princeton Street.



Figure 4 - Route from Eagle Ridge to Fox Creek



Quebec Street at Collegiate Drive

The intersection of Quebec Street at Timberline Road is a signalized, three-way intersection that has permissive/protected left-turn lanes/phases for northbound Quebec Street and permissive left-turn lanes/phases for Timberline Drive. **Figure 5** shows an aerial of the intersection with the current intersection layout.

Northbound Quebec Street has three through lanes and a dedicated left-turn lane. This lane has approximately 120 feet of storage space with a 70-foot taper. There is no dedicated right-turn lane. Southbound Quebec Street also has three through lanes and a dedicated left-turn lane. This lane has approximately 320 feet of storage space with a 330-foot taper. A dedicated right-turn lane is not present. Bike lanes are not present on Quebec Street.

The eastbound approach of Collegiate Drive contains one through dedicated left-turn lane and one dedicated right-turn lane. These Lanes each have approximately 90 feet of storage.



Figure 5 - Quebec Street at Collegiate Drive



Quebec Street at Timberline Road/Silver Spur Lane

The intersection of Quebec Street at Timberline Road is a signalized, four-way intersection that has permissive/protected left-turn lanes/phases for all Quebec Street approaches and permissive left-turn lanes/phases for Timberline Drive approaches. **Figure 6** shows an aerial of the intersection with the current intersection layout.

Northbound Quebec Street has three through lanes and a dedicated left-turn lane. This lane has approximately 120 feet of storage space with a 70-foot taper. There is no dedicated right-turn lane. Southbound Quebec Street also has three through lanes and a dedicated left-turn lane. This lane has approximately 320 feet of storage space with a 330-foot taper. A dedicated right-turn lane is not present. Bike lanes are not present on Quebec Street.

The eastbound approach of Silver Spur Lane contains one through lane and a dedicated left-turn lane, with 50 feet of storage space. A median is present at this approach. There are no bike lanes on Silver Spur Lane.

The westbound approach of Timberline Road contains one through lane and a dedicated left-turn lane, with 180 feet of storage space and a 90-foot taper. Bike lanes are present for both directions of Timberline Road but merge with traffic near the intersection.



Figure 6 - Quebec Street at Timberline Road



Roadway Characteristics

General features of the roadways along the most likely route from Eagle Ridge to Fox Creek are summarized in **Table 1**.

Table 1 - Roadway Characteristics

Roadway	Quebec Street	Timberline Road
Speed Limit	45 mph	30 mph
Number of Through Lanes	6	2
Lane Width	11 feet	16 feet*
Bike Lane Width	7 feet	5 feet
Median	Physical & Striped	Physical**
On-Street Parking	None	None

^{*}Lane width is measured from bike lane to edge of pavement at median

2.3 Traffic Volumes

Traffic data collection was conducted by Rekor Systems (All Traffic Data) on Wednesday, November 13, 2024. Traffic volumes were collected at the following applicable intersections:

- Quebec Street at Collegiate Drive
- Ouebec Street at Timberline Road
- Fox Creek Three Access Drives at Collegiate Drive

Traffic count data is summarized in **Table 2** below and is included in **Appendix B** The existing traffic is shown in **Figure 7**.

2.4 Existing Level of Service

The existing capacity analysis for the key intersections included in **Table 2** was evaluated using Synchro 11 Software (Synchro). The resulting level of service (LOS) and delay are summarized in **Table 8** provided in **Section 4** of this report for comparison to the future projected traffic capacity analysis.

Existing traffic signal timing plans provided by Douglas County are included in **Appendix C**.

Level of service reports from Synchro are included in **Appendix D**.

^{**}The median discontinues west of Erminedale Drive



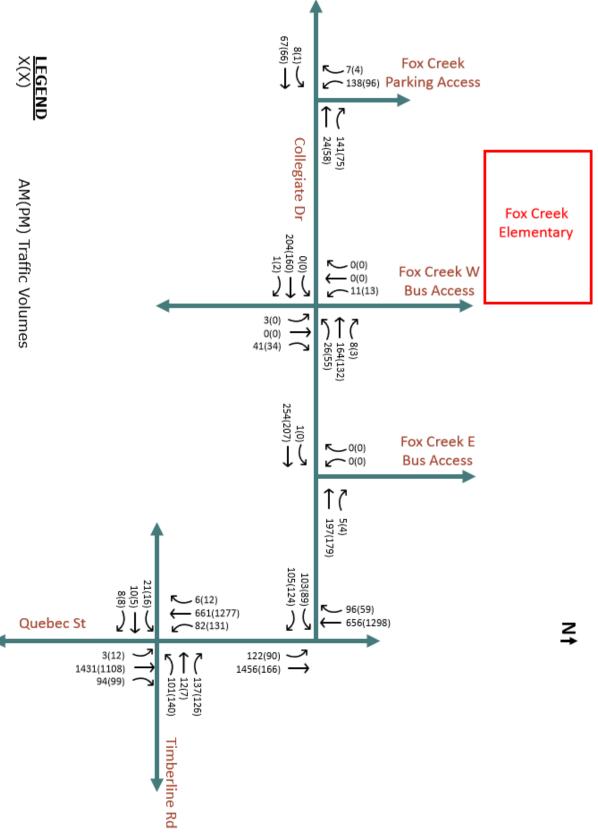


Figure 7 - Exisitng Traffic



Table 2 - Traffic Volume Summary

Intersection	Peak Hour	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Collegiate Dr &	AM	8	67	0	0	24	141	0	0	0	138	0	7
Fox Creek Parking Access	PM	1	66	0	0	58	75	0	0	0	96	0	4
Collegiate Dr &	AM	0	204	1	26	164	8	3	0	41	11	0	0
Fox Creek W Bus Access	PM	0	160	2	55	132	3	0	0	34	13	0	0
Collegiate Dr &	AM	1	254	0	0	197	5	0	0	0	0	0	0
Fox Creek E Bus Access	PM	0	207	0	0	179	4	0	0	0	0	0	0
Collegiate Dr &	AM	103	0	105	0	0	0	122	1456	0	0	656	96
Quebec St	PM	89	0	124	0	0	0	90	166	0	0	1298	59
Timberline Rd &	AM	21	10	8	101	12	137	3	1431	94	82	661	6
Quebec St	PM	16	5	8	140	7	126	12	1108	99	131	1277	12

2.5 Traffic Safety Analysis

Intersection Crash Analysis

Crash history was reviewed at the intersections of Quebec Street at Collegiate Drive and Quebec Street at Timberline Road. Crashes were reviewed for the period between 2019 and 2024. **Table 2** Summarizes the year-by-year crash data for the intersections.

Crash diagrams and a listing of crashes are provided in Appendix E.

Quebec Street at Collegiate Drive

There was a total of 6 crashes at Quebec Street and Collegiate Drive over the course of the study period. Two of these involved injuries. Of the 25 crashes, 2 involved a left turn, and 2 were at night. None of these accidents involved a 3rd vehicle and none involved a bicycle.

Quebec Street at Timberline Road

There was a total of 25 crashes at Quebec Street and Timberline Road over the course of the study period. Three of these involved injuries. Of the 25 crashes, 10 involved a left turn, and 4 were at night. None of these accidents involved a 3rd vehicle and one involved a bicycle.

Table 3 - Annual Crash Summary

Year	Quebec Street and Collegiate Drive	Quebec Street and Timberline Road
2019	0	6
2020	1	5
2021	2	3
2022	0	4
2023	2	3
2024	1	4



School Safety

Students are picked up and dropped off primarily via the parking lot to the west of the school building. A one-way drop-off aisle facilitates traffic, as parents enter the parking lot from the Collegiate Drive entrance, drop off students in front of the school, and exit through the same entrance from which they entered. On-street parking is provided on both sides of Collegiate Drive between Harvard Drive and the parking lot entrance. Crosswalks are present on Collegiate Drive at Harvard Drive and at the parking lot entrance. There was a relatively low volume of pedestrian traffic, but most of the pedestrians were observed utilizing the crosswalks as intended.

Fox Creek was provided with a questionnaire to provide any feedback related to traffic and school safety. Responses to the questionnaire are provided in **Appendix G**.

Some of the main concerns from the questionnaire are:

- Difficulties making left turns while exiting the lot
- Crosswalks on Collegiate Drive are well used, but not the crosswalks in the parking lot
- Tight turns in the parking lot during peak hours

3. TRIP PROJECTIONS

3.1 Projected Traffic

Douglas County School District (DCSD) is considering a potential school consolidation option that would consolidate Eagle Ridge Elementary into Fox Creek. **Table 4** provides data on student enrollment for Eagle Ridge and Fox Creek.

	Ideal	Maximum	2023-2024	Projected
School	Capacity	Historic	Enrollment	2028-2029
	per DCSD	Enrollment	Count*	Enrollment*
Eagle Ridge	506	639	587	562
Fox Creek	506	586	450	416
Combined	-	-	-	978

Table 4 - School Enrollment

The projected 2028-2029 combined enrollment is 978 students. The projected combined enrollment number is 67 percent more than the previous maximum Fox Creek enrollment.

3.2 Trip Generation

Trip generation calculations were performed based on the number of additional students that will be transferring from Eagle Ridge to Fox Creek. For the purposes of this report, it is assumed the existing 2024 Fox Creek traffic and enrollment will see negligible changes by the 2025-2026 school year. Therefore, the trip generation calculations do not focus on the total future enrollment for Fox Creek with the addition of Eagle Ridge students. The trip generation calculations are therefore only based on the Eagle Ridge existing traffic and enrollment. The trip generation was calculated multiple ways to account for the transfer of Eagle Ridge students to Fox Creek. First the Institute of Transportation Engineers (ITE) Trip Generation web-based application was used to calculate the trip generation for three different types of elementary schools or land use codes (LUC) as follows:

^{*}Enrollment values include Pre-School through 6th Grade.



- Public Elementary School (LUC 520)
- Private School K-8 (LUC 530)
- Charter School (LUC 536)

The relocation of students from one elementary school to the other has similarities to each of the three land uses evaluated using the ITE Trip Generation approach, however, this is a unique scenario and therefore the three land uses are not entirely representative of this scenario. A unique approach was therefore evaluated using existing traffic data and field observations at Eagle Ridge to understand the current traffic demand at the school and how that traffic demand is anticipated to change when relocated to Fox Creek. The following considerations were taken into account to determine the anticipated number of trips added to Fox Creek for this scenario:

- Calculate the existing ingress and egress traffic for parent drop-off and pick-up in the designated parking areas (parking lot and bus areas) using the existing traffic data collected
- Field observations of street parking adjacent to the school for drop-off and pick-up of students
- Students walking or riding a bike to/from the school using the existing traffic data collected
- Current bus ridership
- New bus ridership eligibility (outside 1 mile radius)
- Anticipated number of students "carpooling" with siblings or classmates after subtracting trips accounted for with existing traffic data, bus ridership, pedestrians/bicyclists and estimated street parking drop-off/pick-up from the student population.

The results of these considerations are summarized in the following table:

Existing Estimated Peak Ped & **Calculated** Traffic Data **Enrollment** Bus Street Hour **Ingress/Egress** Bike Carpooling **Riders Parking** ΑM 128 177 81 587 171 30 PM 91 113 182

Table 5 - Eagle Ridge Existing Traffic Considerations

When the existing traffic at Eagle Ridge is relocated to Fox Creek, additional students will be eligible to take the bus. It is anticipated that about 1/4 of the Eagle Ridge students will be newly eligible to take the bus to school. Assuming the ridership percentage remains the same as it is currently, ridership for these newly eligible students will also be about 65% which results in an additional 89 students riding the bus to school for a total of 260 students from Eagle Ridge taking the bus to Fox Creek.

Students who currently walk to Eagle Ridge are unlikely to walk to Fox Creek due to distance and crossing a major roadway, therefore, it is assumed that these students will now be driven to school and count as a new vehicular trip to Fox Creek. Taking into account the estimated street parking trips, the ingress/egress trips, pedestrians and bicyclists converted to vehicle trips, anticipated carpooling and the subtraction of new bus ridership, the resulting increase in trip demand for Fox Creek is about **446** trips during the morning peak hour and **440** trips during the afternoon peak hour.

A summary of the trip generation comparison is summarized in

Table 6.



Table 6 - Trip Generation Comparison

					M Pea erator		PM Peak - Generator Peak				
LUC	Description	Units	Quant	Total	Ingress	Egress	Total	Ingress	Egress		
-	Existing Data Based Calculation	Students	587	446	223	223	440	220	220		
520	Public Elementary School	Students	587	440	238	203	264	122	143		
530	Private School (K-8)	Students	587	593	332	261	352	166	187		
536	Charter Elementary School	Students	587	628	333	295	423	207	216		

3.3 Trip Distribution/Assignment

The trip distribution and assignment were evaluated by first reviewing the attendance boundaries for Eagle Ridge to get an idea of the population density within the boundary limits. Then the distribution of traffic within the Eagle Ridge boundary and the directions of approach for arriving at Fox Creek was estimated by percentage. Note, a small percentage of traffic was assumed to come from outside the Eagle Ridge boundaries based on the existing traffic trends. The resulting Trip Distribution percentages are shown in **Figure 8**.



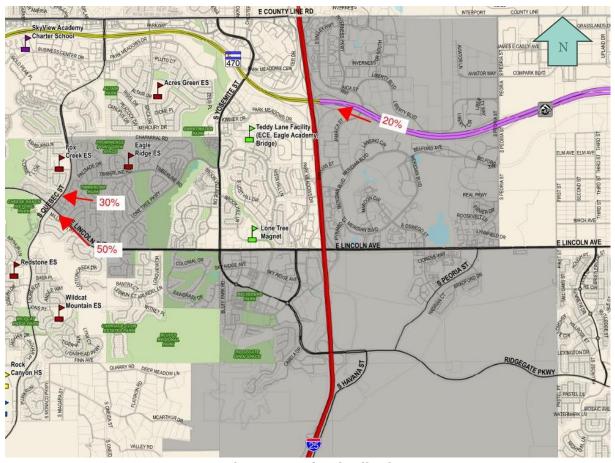


Figure 8 - Trip Distribution

Based on the Trip Distribution, the trips turning movements were then assigned to the key intersections evaluated as a part of this TIS.

- Quebec Street at Collegiate Drive
- Quebec Street at Timberline Road
- Fox Creek Access Drives at Collegiate Drive

The resulting trip assignment is shown in Figure 9.



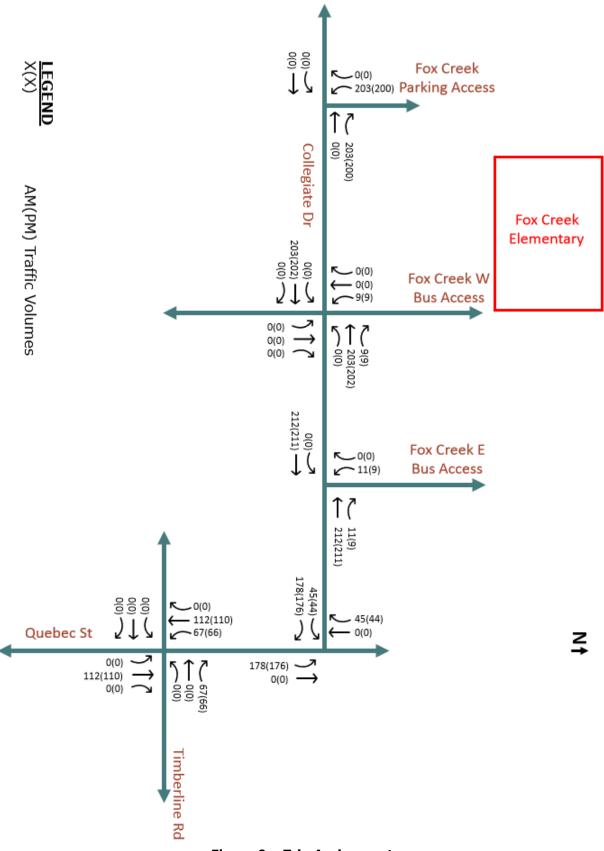


Figure 9 - Trip Assignment



In addition to the new anticipated trips for Eagle Ridge students transferring to Fox Creek, the existing trips to Eagle Ridge will also be removed for a few of the key intersections. Certain turning movements accounting for the current arrival of drivers to Eagle Ridge would be reduced in this new scenario. Using the trip distribution and the existing distribution of ingress and egress trips for Eagle Ridge, the estimated reduction for certain turning movements was estimated. The resulting reductions are summarized in **Table 7**.

Table 7 - Turning Movement Reductions

Intersection	Peak Hour	EBL	EBR	NBL	NBT	SBT	SBR
Maximus Dr &	AM	0	0	0	-45	-45	0
Yosemite St	PM	0	0	0	-44	-44	0
Lone Tree Pkwy	AM	-45	-45	-45	0	0	-45
& Yosemite St	PM	-44	-44	-44	0	0	-44

4. PROJECTED SITE TRAFFIC IMPACTS

4.1 Total Traffic (2028-2029 School Year)

The total anticipated future traffic for the 2028 to 2029 school year for Fox Creek with the addition of Eagle Ridge students was calculated by adding the trip assignment to the existing Fox Creek traffic data and then subtracting the anticipated turning movement reductions. The resulting total traffic is shown in **Figure 10**.

4.2 Projected Level of Service

The capacity analysis for the total projected traffic from the transfer of Eagle Ridge students to Fox Creek was evaluated using Synchro. The resulting LOS and delay are summarized in **Table 8** for both the existing conditions (without Eagle Ridge traffic) and for the total traffic conditions (with Eagle Ridge traffic). Project level of service reports from Synchro are included in **Appendix F**.



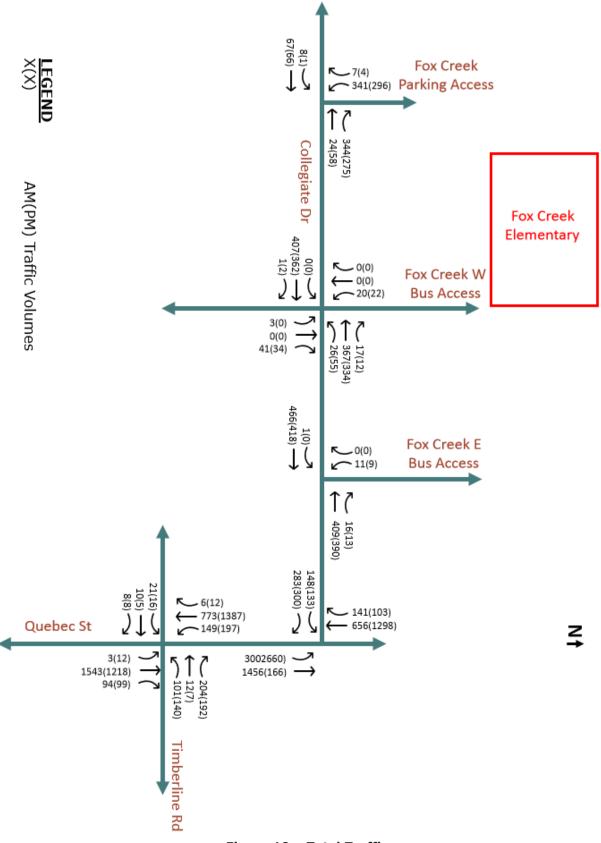


Figure 10 - Total Traffic

Table 8 - LOS and Delay Results

						Exist	ing		Total Traffic								
Intersection	Control	Movement	L	os	Dela	y (s)	Queu	e Length (ft)	LC	S	Dela	y (s)	Delay D	Pelta (s)	Queu	e Length (ft)	
			АМ	РМ	AM	PM	AM	PM	АМ	РМ	АМ	PM	AM	PM	AM	PM	
		Overall	Α	Α			-	-			-	-	-	-	-	-	
		NBL	-	-	-	-	-	-	-	-	_	-	-	-	-	-	
		NBT	-	-	-	-	-	_	-	-	-	-	-	-	-	-	
		NBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		SBL	С	В	18.5	12.5	76	34	F	F	489.3	175.6	+470.8	+163.1	1236	688	
Collegiate Dr & Fox	Unsignalized	SBT	-	-	1	-	-	-	-	1	-	-	-	-	-	-	
Creek Parking Access	(TWSC or	SBR	С	В	18.5	12.5	76	34	F	F	489.3	175.6	+470.8	+163.1	1236	688	
e. ee a	AWSC)	EBL	Α	Α	8.2	7.6	0	0	Α	Α	10.0	8.2	+1.8	+0.6	2	0	
		EBT	Α	Α	0.0	0.0	0	0	Α	Α	0.0	0.0	0.0	0.0	0	0	
		EBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		WBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		WBT	Α	Α	0.0	0.0	0	0	Α	Α	0.0	0.0	0.0	0.0	0	0	
		WBR	Α	Α	0.0	0.0	0	0	Α	Α	0.0	0.0	0.0	0.0	0	0	
		Overall			-	-	-				-	-	-	-	-	-	
		NBL	В	В	12.9	11.3	10	10	D	С	29.2	18.8	+16.3	+7.5	30	20	
	Unsignalized (TWSC or AWSC)	NBT	В	В	12.9	11.3	10	10	D	С	29.2	18.8	+16.3	+7.5	30	20	
		NBR	В	В	12.9	11.3	10	10	D	С	29.2	18.8	+16.3	+7.5	30	20	
		SBL	D	С	27.8	21.7	6	6	F	F	347.2	158.3	+319.4	+136.6	68	52	
Collegiate Dr & Fox		SBT	D	С	27.8	21.7	6	6	F	F	347.2	158.3	+319.4	+136.6	68	52	
Creek W Bus Access		SBR	D	В	27.8	11.1	6	6	F	F	347.2	158.3	+319.4	+147.2	68	52	
0.00.00.000		EBL	-	-	ı	ı	ı	-	-	ı	-	-	-	-	-	-	
		EBT	Α	Α	0.0	0.0	0	0	Α	Α	0.0	0.0	0.0	0.0	0	0	
		EBR	Α	Α	0.0	0.0	0	0	Α	Α	0.0	0.0	0.0	0.0	0	0	
		WBL	Α	Α	8.5	8.3	4	4	В	В	10.2	10.2	+1.7	+1.9	6	8	
		WBT	Α	Α	0.0	0.0	0	0	Α	Α	0.0	0.0	0.0	0.0	0	0	
		WBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Overall			-	-	-	-			-	-	-	-	-	-	
		NBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		NBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		NBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		SBL	Α	Α	0.0	0.0	0	0	-	-	-	-	-	-	-	-	
Collegiate Dr & Fox	Unsignalized	SBT	_	-	-	-	-	-	-	-	-	-	-	-	-	-	
Creek E Bus Access	(TWSC or	SBR	Α	Α	0.0	0.0	0	0	Α	Α	0.0	0.0	0.0	0.0	0	0	
5. 55 2 245 / 155555	AWSC)	EBL	Α	Α	8.1	0.0	0	0	Α	Α	9.5	0.0	+1.4	0.0	0	0	
		EBT	Α	Α	0.0	0.0	0	0	Α	Α	0.0	0.0	0.0	0.0	0	0	
		EBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		WBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		WBT	Α	Α	0.0	0.0	0	0	Α	Α	0.0	0.0	0.0	0.0	0	0	
		WBR	Α	Α	0.0	0.0	0	0	Α	Α	0.0	0.0	0.0	0.0	0	0	



						Exist	ing		Total Traffic								
Intersection	Control	Movement	L	os	Dela	y (s)	Queu	e Length (ft)	LC	os	Dela	y (s)	Delay D	Pelta (s)	Queu	e Length (ft)	
			АМ	РМ	AM	РМ	AM	PM	АМ	РМ	AM	РМ	AM	PM	АМ	PM	
		Overall	Α	Α			-	-			-	-	-	-	-	-	
		NBL	Α	Α	3.3	6.2	17	17	В	D	16.2	46.0	+12.9	+39.8	107	243	
		NBT	Α	Α	6.6	3.1	160	10	Α	Α	9.5	3.9	+2.9	+0.8	306	16	
		NBR	Α	Α					-	-	-	-	-	-	-	-	
		SBL	Α	Α					-	-	-	-	-	-	-	-	
Collegiate Dr & Quebec		SBT	В	С	16.5	20.4	137	277	В	С	16.5	20.7	0.0	+0.3	137	289	
St	Signal	SBR	В	С	16.5	20.4	137	277	В	С	16.5	20.7	0.0	+0.3	137	289	
		EBL	С	С	33.4	33.1	85	73	D	D	39.8	40.0	+6.4	+6.9	119	105	
		EBT	Α	Α					-	-	-	-	-	-	-	-	
		EBR	Α	В	6.1	10.6	0	0	D	F	40.2	134.8	+34.1	+124.2	42	96	
		WBL	Α	Α					-	-	-	-	-	-	-	-	
		WBT	Α	Α					-	-	-	-	-	-	-	-	
		WBR	Α	Α					-	-	-	-	-	-	-	-	
		Overall	Α	Α			-	-	С	С	20.6	25.7	+20.6	+25.7	-	-	
		NBL	Α	Α	6.3	6.5	4	8	Α	Α	6.3	6.6	0.0	+0.1	4	8	
		NBT	D	С	47.6	24.9	675	398	С	В	23.2	19.7	+1.3	-5.2	361	254	
		NBR	D	С	47.6	24.9	675	398	С	В	23.2	19.7	+1.3	-5.2	361	254	
		SBL	Α	В	6.6	11.8	20	37	В	В	16.2	16.7	+9.6	+4.9	56	60	
Timberline Rd & Quebec		SBT	В	С	16.7	20.5	164	354	В	С	16.5	20.1	-0.2	-0.4	165	310	
St	Signal	SBR	В	С	16.7	20.5	164	354	В	С	16.5	20.1	-0.2	-0.4	165	310	
		EBL	C	С	27.0	26.9	29	23	С	С	27.0	26.9	0.0	0.0	29	23	
		EBT	В	В	18.7	17.1	21	16	В	В	18.7	17.1	0.0	0.0	21	16	
		EBR	В	В	18.7	17.1	21	16	В	В	18.7	17.1	0.0	0.0	21	16	
		WBL	С	D	31.5	35.8	100	131	С	D	31.5	35.8	0.0	0.0	100	131	
		WBT	C	С	26.3	26.1	20	13	С	С	26.3	26.1	0.0	0.0	20	13	
		WBR	Α	Α	6.2	6.2	36	24	Α	Α	7.9	7.5	+1.7	+1.3	53	34	

Table 9 - Mitigation LOS and Delay Results

					Tota	l Traffic							Tota	l Traffic -	Mitiga		
Intersection	Control	Movement	LC	os		y (s)	Que Len (f	gth	LC	s	Dela	y (s)		Pelta (s)	Qu Lei	eue ngth ft)	Mitigation
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
		Overall			-	-	-	-			-	-	-	-	-	-	
		NBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		NBT NBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Characa Chart/Fred times
		SBL	F	F	489.3	175.6	1236	688	C	C	17.4	15.4	-453.4	-147.7	98	- 76	Stagger Start/End times to increase Peak Hour
Collegiate Dr &	Unsignalized	SBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Factor for the
Fox Creek	(TWSC or	SBR	F	F	489.3	175.6	1236	688	С	С	17.4	15.4	-453.4	-147.7	98	76	southbound and
Parking Access	AWSC)	EBL	Α	Α	10.0	8.2	2	0	Α	Α	7.4	7.3	+5.6	+6.7	0	0	westbound movements & Add Pavement
		EBT	Α	Α	0.0	0.0	0	0	Α	Α	0.0	0.0	0.0	0.0	0	0	Parkings for 2 west
		EBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	bound lanes
		WBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		WBT WBR	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0.0	0.0	0	0	
		Overall	А	A	-	-	-	-	А	А	- -	- -	0.0 -	-	-	-	
		NBL	D	С	29.2	18.8	30	20	В	В	14.9	12.9	-14.3	-5.9	12	12	
	Unsignalized (TWSC or AWSC)	NBT	D	С	29.2	18.8	30	20	В	В	14.9	12.9	-14.3	-5.9	12	12	
		NBR	D	С	29.2	18.8	30	20	В	В	14.9	12.9	-14.3	-5.9	12	12	
		SBL	F	F	347.2	158.3	68	52	E	Е	41.3	37.5	-305.9	-120.8	14	14	Stagger Start/End times
Collegiate Dr &		SBT	F	F	347.2	158.3	68	52	E	E	41.3	37.5	-305.9	-120.8	14	14	to increase Peak Hour Factor for the
Fox Creek W Bus Access		SBR EBL		F	347.2	158.3	68	52	E -	E	41.3	37.5	-305.9	-120.8	14	14	southbound, eastbound
Dus Access		EBT	A	- A	0.0	0.0	0	0	- A	A	0.0	0.0	0.0	0.0	0	0	and westbound
		EBR	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0.0	0.0	0	0	directions
		WBL	В	В	10.2	10.2	6	8	Α	Α	8.7	8.7	-1.5	-1.5	2	4	
		WBT	Α	Α	0.0	0.0	0	0	Α	Α	0.0	0.0	0.0	0.0	2	0	
		WBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Overall			-	-	-	-			-	-	-	-	-	•	
		NBL	В	D	16.2	46.0	107	243	В	D	16.2	46.0	+3.3	+6.2	107	243	
		NBT	Α	Α	9.5	3.9	306	16	Α	Α	9.5	3.9	+6.6	+3.1	306	16	
		NBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		SBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		SBT	В	С	16.5	20.7	137	289	В	С	16.5	20.7	+16.5	+20.4	137	289	The east bound movement will need to
Collegiate Dr & Quebec St	Signal	SBR	В	С	16.5	20.7	137	289	В	С	16.5	20.7	+16.5	+20.4	137	289	Stagger Start/End times
Quenec 3t		EBL	D	D	39.8	40.0	119	105	С	С	32.7	32.4	+26.3	+25.5	131	118	to increase Peak Hour
		EBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Factor
		EBR	D	F	40.2	134.8	42	96	В	С	11.3	23.9	-22.8	-100.3	57	118	
		WBL	_	-	-	-	_	-	-	_	-	-	-	-	-	-	
		WBT	-	-	-	-	-	-	-	-	-	-	-	_	-	-	
		WBR		-	-	-	_	-	-		-	-	-	-	-	_	



4.3 Mitigation

Capacity Analysis

The capacity analysis results show that the relocation of Eagle Ridge to Fox Creek causes an increase in delay and an undesirable level of service for the southbound turning movements at the Fox Creek parking lot access and the west bus access. The intersections were each initially evaluated to be converted to all-way stop control, however, this did not provide improvement for either intersection. Since the southbound left turning movements are primarily left turns, designated dedicated left and right turn lanes would not provide improvement either. One additional mitigation option was evaluated. The option considered staggering the start times by at least 10 minutes for half the school at a time. This change allows for a more even spread of the peak traffic across the peak hour. The significant 15-minute peak is spread across a 30-minute timeframe instead, thus lowering the significant 15-minute peak and resulting in an increased peak hour factor for the traffic. The following changes were made for the peak hour factor by peak hour (PHF):

- Parking lot access SB approach
 - AM Peak: PHF of 0.39 increased to 0.67.
 - o PM Peak: PHF of 0.36 to 0.63.
- Parking lot access WB approach
 - o AM Peak: PHF of 0.39 increased to 0.67.
 - o PM Peak: PHF of 0.75 to 0.90.
- West Bus Access EB approach
 - o AM Peak: PHF of 0.45 increased to 0.71.
 - o PM Peak: PHF of 0.42 to 0.68.
- West Bus Access WB approach
 - o AM Peak: PHF of 0.41 increased to 0.67.
 - o PM Peak: PHF of 0.62 to 0.80.
- West Bus Access SB approach
 - o AM Peak: PHF of 0.65 increased to 0.83.
 - o PM Peak: PHF of 0.65 to 0.83.
- Collegiate Drive & Quebec Drive EB Approach
 - o AM Peak: PHF of 0.73 increased to 0.47.
 - o PM Peak: PHF of 0.42 to 0.68.

This change significantly lowered the delays and vehicle queues for the turning movements with undesirable level of service and delay as shown in **Table 9**. However, the vehicle queue and delay for the southbound left is still higher than desirable at the Fox Creek parking lot access. One additional mitigation option was combined with the staggering start and end times, which includes providing dedicated WBT and WBR turn lanes at the intersection. The combination of these two mitigation options reduces the delay significantly as well as the vehicle queues. **Figure 11** depicts the proposed schematic reconfiguration of the pavement markings.



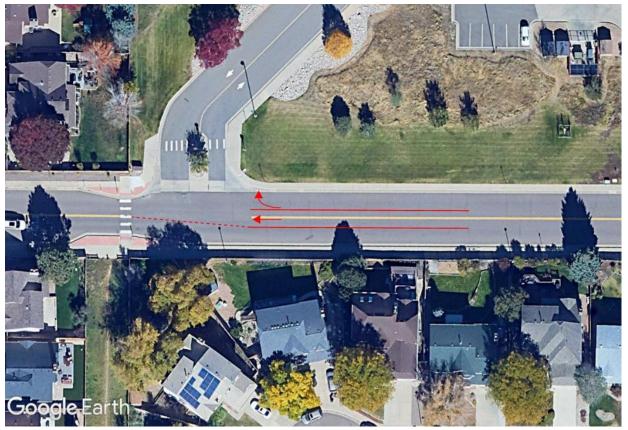


Figure 11 - Intersection Mitigation

Auxiliary Lane Analysis

Right turn lanes were evaluated for the intersections of Quebec Street at Collegiate Drive and Quebec Street at Timberline Avenue. A right-turn lane is recommended on an arterial street when the LOS operates at an unacceptable level.

The trip generation analysis projects that 124 vehicles make this turning movement in the morning peak hour, and 92 vehicles make this turning movement in the evening peak hour. This is a significant increase from the existing traffic counts of 96 vehicles and 59 vehicles turning right in the morning and afternoon peak hours respectively. However, this turning movement is operating at an LOS of A and no right-turn lane is warranted.



Site Analysis

Based on site observations and feedback from the Fox Creek administration, Fox Creek faces the following challenges:

- Heavy congestion on Collegiate Drive
- Sight visibility Challenges due to queued vehicles on Collegiate Drive
- Long queues on Collegiate Drive

Although long queues and congestion are present, these issues do not cause significant delays or safety hazards. Therefore, Dibble does not offer any recommendations to address traffic in the area.

5. CONCLUSIONS/RECOMMENDATIONS

This Traffic Impact Study addresses existing traffic patterns and potential traffic challenges at Fox Creek Elementary, while considering the anticipated increase in traffic due to possible consolidations with Eagle Ridge Elementary.

Traffic will increase with the additional enrollment, but additional bus service will be offered, limiting the impact of the increased enrollment. Consolidating school populations at Fox Creek would cause the school population to more than double its previous historical maximum enrollment. To address existing and potential future traffic challenges the following mitigation measures are recommended:

- Analyze the ability to stagger school start and end times for half of the school by at least 10
 minutes to decrease the peak pick-up and drop-off demand.
- Add pavement markings and signage on Collegiate Drive at the parking lot access to create a
 shared westbound through lane and a westbound right-turn lane. The existing pavement width
 should accommodate the layout. It is noted that this length of Collegiate Drive has been approved
 by Douglas County as a staging area. Coordinate with Douglas County to determine if pavement
 marking and signage is appropriate. Doulgas County follow MUTCH standards for determining
 the proper intersection traffic control and would not add signage or pavement markings unless
 warranted.



Appendix A Site Observation Notes





TRAFFIC OBSERVATION REPORT

Project Name	DCSD HR TIS	Project No.	1124175
Observer	Derek Williams, EI		
Location	Eagle Ridge Elementary School		
Time	7:45-9:15	AM	DATE 11/15/2024
			M T W Th F S S

Queueing Data

Start Time: 8:20 AM

End Time: 8:42 AM

Maximum Queueing Length: 300 feet

Total Storage Length Available: 700 feet

Comments:

Most vehicles queued in the drop-off loop between 8:20 and 8:40. Vehicles seemed to move quickly through the queue and the maximum queue length did not exceed 300 feet. The queue dissipated shortly after 8:40. Parents continued dropping off students however vehicles were more dispersed and did not have to queue.

On-Street Parking Locations and Availability

Comments:

Many parents parked along Ptarmigan Trail just north of the parking lot entrance No Parking signs are posted on both sides of Ptarmigan trail near the school. Some parents also parked on Deercrest Way across from the parking lot entrance.

Crosswalk Locations and Usage

Comments:

The crosswalks at intersection of Ptarmigan Trail and Deercrest Way/school entrance had the most pedestrian traffic. Many parents and students crossed at the Ptarmigan Trail/Timberline Road intersection which has 4-way crossing. This intersection has two sets of button activated, red flashers for pedestrians. Both intersections had crossings guards from approximately 8:15 to 8:40.



Roadway Characteristics

Speed Limit(s) and Location(s):

Ptarmigan Trail has a posted speed limit of 25 mph. Timberline Road has a posted speed limit of 30 mph. School zone flashers reduce the speed to 20 mph on both streets.

Signage:

School zone flashers are used on Ptarmigan trail and Timberline Rd. "No Parking Except for Sundays and Holiday" signs are posted on both sides of Ptarmigan Trail near the school.

Bike Lanes:

Bike lanes are provided in both directions on Timberline Rd.

Other Comments:

There are two pull-offs along Timberline Rd at the school that are used for school buses only. Timberline road is a 2-lane road separated with a raised median near the school. Both intersections on Ptarmigan Trail near the school are all-way stop-controlled.

Sight Visibility Challenges

Comments:

No sight visibility conflict areas were observed.

Congestion Areas

Comments:

There was heavy congestion along Ptarmigan Trail from 8:20 to 8:35 as vehicles were arriving to the school. Vehicles were backed-up past the intersection at Timberline Rd. Most vehicles queued at the intersection were on Ptarmigan Trail approaching the school. At one point, traffic leaving the school was backed-up at the Timberline Rd intersection and the line of traffic reached the intersection at the parking lot entrance.

General Traffic Observations

Comments:

Many parents parked in the church parking lot across from the school entrance to drop-off students.





TRAFFIC OBSERVATION REPORT

Project Name	DCSD HR TIS	Project No.	1124175
Observer	Derek Williams, EI		
Location	Eagle Ridge Elementary School		
Time	2:45-4:15	PM	DATE 11/15/2024
			M T W Th F S S

Queueing Data

Start Time: 3:15 PM

End Time: 3:45 PM

Maximum Queueing Length: 600 feet

Total Storage Length Available: 700 feet

Comments:

A few vehicles began queueing before 3:00, however most traffic began entering the queue around 3:15. At 3:20 the queuing length was about half of the maximum queueing length. The queue reached the maximum length of about 600 feet at approximately 3:30. At 3:45 the queue dissipated.

On-Street Parking Locations and Availability

Comments:

Many parents were parking along Ptarmigan Trail just north of the parking lot entrance. Both sides of the street filled up. No Parking signs are posted on both sides of Ptarmigan trail near the school. Some parents also parked on Deercrest Way across from the parking lot entrance/exit.

Crosswalk Locations and Usage

Comments:

Similar to the morning, most parents and students crossed at the intersection of Ptarmigan Trail and Deercrest Way/school entrance. Many parents and students also crossed at the Ptarmigan Trail/Timberline Road intersection which has 4-way crossing. This intersection has two sets of button activated, red flashers for pedestrians.





Roadway Characteristics

Speed Limit(s) and Location(s):

Ptarmigan Trail has a posted speed limit of 25 mph. Timberline Road has a posted speed limit of 30 mph. School zone flashers reduce the speed to 20 mph on both streets.

Signage:

School zone flashers are used on Ptarmigan trail and Timberline Rd. "No Parking Except for Sundays and Holiday" signs are posted on both sides of Ptarmigan Trail near the school.

Bike Lanes:

Bike lanes are provided in both directions on Timberline Rd.

Other Comments:

There are two pull-offs along Timberline Rd at the school that are used for school buses only. Timberline road is a 2-lane road separated with a raised median near the school. Both intersections on Ptarmigan Trail near the school are all-way stop-controlled.

Sight Visibility Challenges

Comments:

No sight visibility conflict areas were observed.

Congestion Areas

Comments:

At 3:35, when most vehicles were leaving the school, Ptarmigan Trail become heavily congested approaching the Timberline Road intersection. Vehicles queued at the intersection backed up to the school entrance/exit at Deercrest Way. This intersection also became heavily congested with vehicles leaving the school along with vehicles that were parked on Deercrest Way and Ptarmigan Trial. At 3:40 the congestion at the parking lot entrance/exit and Deercrest Way cleared.

General Traffic Observations

Comments:

Some parents parked in the church parking lot across from the school entrance/exit to pick up students.





TRAFFIC OBSERVATION REPORT

Project Name	DCSD HR TIS	Project No.	1124175
Observer	Derek Williams, EI		
Location	Fox Creek Elementary School		
Time	7:45-9:15	AM	DATE 11/18/2024
			M T W Th F S S

Queueing Data

Start Time: 8:00 AM

End Time: 8:37 AM

Maximum Queueing Length: 1400 feet

Total Storage Length Available: 530 feet

Comments:

Parents began queueing at 8:00 with arriving school traffic picking up around 8:10. At 8:15 the queue had reached the available storage length and vehicles started queuing on Collegiate Drive in front of the school. At the maximum queue length, vehicles were backed up to the intersection at Collegiate Drive and Quebec Street. At 8:30, arriving vehicles slowed while the queue diminished to the back into the parking lot. At 8:37 the queue dissipated.

On-Street Parking Locations and Availability

Comments:

Collegiate Drive has parking lanes on both sides between the parking lot entrance and Harvard Drive. Parents used the westbound parking lane to queue when the spilled onto the Collegiate Drive. The eastbound parking lane was not utilized. A few parents parked on Harvard Drive between Yale and Collegiate Drive to drop off students.

Crosswalk Locations and Usage

Comments:

Most parents and students used the two crosswalks at Collegiate Drive and Harvard Drive. Some pedestrians used the crosswalks at Collegiate Drive and the parking lot entrance. No pedestrians were observed crossing at the traffic signal at Collegiate Drive and Quebec Street. Overall, there was little pedestrian traffic going to the school.



Roadway Characteristics

Speed Limit(s) and Location(s):

Collegiate Drive has a posted speed limit of 25 mph. The speed limit is reduced to 15 mph in the school zone when flashers are activated.

Signage:

The drop-off area is signed as no parking. Collegiate Drive parking lanes are signed as loading zone 7:30AM-4:00PM, Mon-Fri between Harvard Drive and the parking lot entrance. No parking signs are present between Quebec Street and Harvard Drive. School zone lights are located on Collegiate Drive.

Bike Lanes:

Bike lanes are not provided on Collegiate Drive. A bike lane is provided in either direction on Quebec Street near the school.

Other Comments:

The bus drop-off lane is located off of Collegiate Drive and is unsigned. A few vehicles used the bus lane to access a reserved parking area. The parking lot entrance is a single lane while the exit is two lanes, unstriped.

Sight Visibility Challenges

Comments:

Vehicles queued along the westbound lane of Collegiate drive could create visibility challenges for vehicles leaving the bus lane.

Congestion Areas

Comments:

Collegiate Drive became congested between 8:15 and 8:35. At one point, arriving vehicles were backed to the intersection at Quebec Street, although this did not have any significant impacts to traffic at the signal. A heavy stream of vehicles were leaving the school between 8:25 and 8:35. During with time Collegiate Drive was heavily congested approaching the Quebec Street signal. At one point, leaving vehicles were backed to the school entrance/exit for a short period of time.

General Traffic Observations

Comments:

Vehicles were observed to turn into the parking lot using the exit when the queue was extended to the road. Most traffic arrived from Quebec Street, turning onto Collegiate Drive from both directions. When leaving, most vehicles turned back onto Quebec Street, with the majority of vehicles making left turn. The left turn arrow was green for approximately 25 seconds, which allowed most vehicles to turn off Collegiate Drive when most congested.





TRAFFIC OBSERVATION REPORT

Project Name	DCSD HR TIS	Project No.	1124175
Observer	Derek Williams, EI		
Location	Fox Creek Elementary School		
Time	2:45-9:15	PM	DATE 11/18/2024
			M T W Th F S S

Queueing Data

Start Time: 3:00 PM

End Time: 3:45 PM

Maximum Queueing Length: 1,400 feet

Total Storage Length Available: 530 feet

Comments:

Parents began queueing at 3:00. School traffic started increasing at 3:05 and by 3:12 the queue reached the available storage length. Arriving vehicles began queueing in the parking lane along Collegiate Drive. At 3:30 the queue backed up to the Quebec Street intersection. Queueing did not extend onto Quebec Street. At 3:30, students were let out and the queue began moving. The queue completely cleared at 3:45.

On-Street Parking Locations and Availability

Comments:

Collegiate Drive has parking lanes on both sides between the parking lot entrance and Harvard Drive. Parents used the westbound parking lane for queueing. Many parents parked in the eastbound parking lane. A few parents parked on Harvard Drive between Yale and Collegiate Drive to drop off students.

Crosswalk Locations and Usage

Comments:

Most parents and students used the two crosswalks at Collegiate Drive and Harvard Drive. Some pedestrians used the crosswalks at Collegiate Drive and the parking lot entrance. A few pedestrians crossed at the traffic signal at Collegiate Drive and Quebec Street. Overall, there was little pedestrian traffic leaving the school as the majority of students used pick-up.



Roadway Characteristics

Speed Limit(s) and Location(s):

Collegiate Drive has a posted speed limit of 25 mph. The speed limit is reduced to 15 mph in the school zone when flashers are activated.

Signage:

The drop-off area is signed as no parking. Collegiate Drive parking lanes are signed as loading zone 7:30AM-4:00PM Mon-Fri between Harvard Drive and the parking lot entrance. No parking signs between Quebec Street and Harvard Drive. School flashers are located on Collegiate Drive.

Bike Lanes:

Bike lanes are not provided on Collegiate Drive. A bike lane is provided in either direction on Quebec Street near the school.

Other Comments:

The bus drop-off lane is located off of Collegiate Drive and is unsigned. A few vehicles used the bus lane to access a reserved parking area. The parking lot entrance is a single lane while the exit is two lanes, unstriped.

Sight Visibility Challenges

Comments:

Vehicles queued along the westbound lane of Collegiate drive could create visibility challenges for vehicles leaving the bus lane.

Congestion Areas

Comments:

Most vehicles were leaving the school between 3:30 and 3:40. During with time Collegiate Drive was heavily congested approaching the Quebec Street signal. At one point, leaving vehicles were backed to the school entrance/exit for a short period of time.

General Traffic Observations

Comments:

Vehicles were observed to make U-turns at the parking lot entrance to park in the eastbound parking lane. Most traffic arrived from Quebec Street, turning onto Collegiate Drive from both directions. When leaving, most vehicles turned back onto Quebec Street, with the majority of vehicles making left turn. When Collegiate Drive was heavily congested, 14 vehicles were counted turning left during the green arrow phase. This had cleared most of the congestion on Collegiate Drive.



Appendix B Traffic Volume Counts

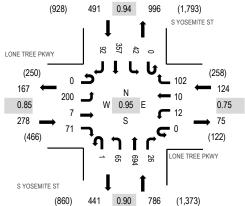


Location: 27 S YOSEMITE ST & LONE TREE PKWY AM

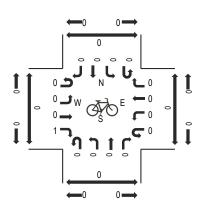
Date: Wednesday, November 13, 2024 **Peak Hour:** 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

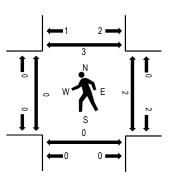
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

manno ocumo	11100	J. 120	u	,,,,,,,,																		
	LON	NE TRE	EE PK\	ΝY	LON	IE TRE	E PKW	′	S	YOSEN	MITE ST	Γ	S	YOSE	MITE S	Т						
Interval		Eastb	ound			Westb	ound			Northb	ound			Southl	oound			Rolling	Ped	lestriar	n Crossii	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru I	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:30 AM	0	44	0	8	0	7	5	38	0	6	144	6	0	1	74	13	346	1,622	0	0	1	0
7:45 AM	0	54	1	21	0	4	5	27	0	6	181	3	0	9	95	14	420	1,679	0	0	0	0
8:00 AM	0	47	1	19	0	3	2	26	0	13	189	13	0	12	86	30	441	1,670	0	0	0	1
8:15 AM	0	35	2	16	0	4	2	26	0	35	178	6	0	10	79	22	415	1,535	0	0	0	2
8:30 AM	0	64	3	15	0	1	1	23	1	11	146	4	0	11	97	26	403	1,403	0	2	0	0
8:45 AM	0	42	1	19	0	3	0	26	1	5	181	3	0	10	102	18	411		0	0	0	0
9:00 AM	0	27	2	13	0	7	0	18	0	5	117	3	0	16	81	17	306		0	3	1	1
9:15 AM	0	25	0	7	0	6	0	24	0	4	111	1	0	4	91	10	283		0	1	2	0
Count Total	0	338	10	118	0	35	15	208	2	85	1,247	39	0	73	705	150	3,025		0	6	4	4
Peak Hour	0	200	7	71	0	12	10	102	1	65	694	26	0	42	357	92	2 1,67	9	0	2	0	3

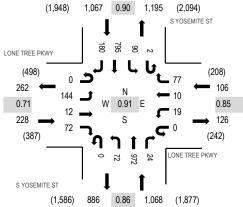


Location: 27 S YOSEMITE ST & LONE TREE PKWY PM

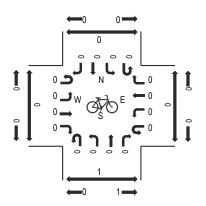
Date: Wednesday, November 13, 2024 Peak Hour: 03:30 PM - 04:30 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

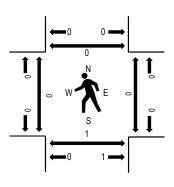
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

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	LON	NE TRE	E PKV	VY	LON	E TRE	E PKW	Y	S	YOSEN	NITE S	Τ	S	YOSE	MITE S	Τ						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	estriar	Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
2:30 PM	0	29	0	6	0	6	3	21	0	9	149	3	0	20	163	26	435	1,951	0	5	2	1
2:45 PM	0	27	3	6	0	5	2	17	0	7	186	3	0	23	143	39	461	2,033	0	0	0	1
3:00 PM	0	28	3	21	0	5	4	21	0	16	194	6	0	19	182	41	540	2,192	0	0	0	0
3:15 PM	0	26	3	7	0	3	0	15	0	38	186	12	0	21	153	51	515	2,332	0	0	0	1
3:30 PM	0	35	5	20	0	5	0	17	0	19	174	4	0	20	177	41	517	2,469	0	0	0	0
3:45 PM	0	53	5	23	0	6	4	19	0	19	246	5	0	16	179	45	620		0	0	1	0
4:00 PM	0	34	1	16	0	3	1	20	0	12	292	8	0	26	222	45	680		0	0	0	0
4:15 PM	0	22	1	13	0	5	5	21	0	22	260	7	2	28	217	49	652		0	0	0	0
Count Total	0	254	21	112	0	38	19	151	0	142	1,687	48	2	173	1,436	337	4,420		0	5	3	3
Peak Hour	0	144	12	72	0	19	10	77	0	72	972	24	2	90	795	180	2,46	9	0	0	1	0

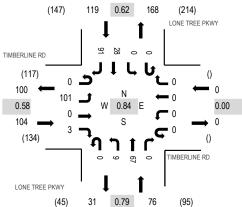


Location: 28 LONE TREE PKWY & TIMBERLINE RD AM

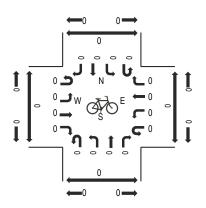
Date: Wednesday, November 13, 2024 **Peak Hour:** 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

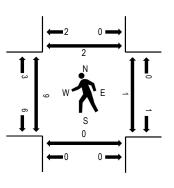
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

manne counts	- IVIOL	71120	uvc																			
	TIM	MBERL	INE R	D	TIM	1BERL	INE RD		LOI	NE TRE	E PKV	٧Y	LO	NE TRI	EE PKV	VY						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	lestrian	Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:45 AM	0	16	0	0	0	0	0	0	0	2	22	0	0	0	2	11	53	299	2	1	0	2
8:00 AM	0	23	0	1	0	0	0	0	0	1	18	0	0	0	10	22	75	293	0	0	0	0
8:15 AM	0	18	0	0	0	0	0	0	0	4	12	0	0	0	9	39	82	248	0	0	0	0
8:30 AM	0	44	0	2	0	0	0	0	0	2	15	0	0	0	7	19	89		7	0	0	0
8:45 AM	0	19	0	0	0	0	0	0	0	2	13	0	0	0	7	6	47		3	0	0	0
9:00 AM	0	10	0	1	0	0	0	0	0	0	4	0	0	0	6	9	30		8	1	0	0
Count Total	0	130	0	4	0	0	0	0	0	11	84	0	0	0	41	106	376		20	2	0	2
Peak Hour	0	101	0	3	0	0	0	0	0	9	67	0	0	() 28	3 9	1 29	9	9	1	0	2

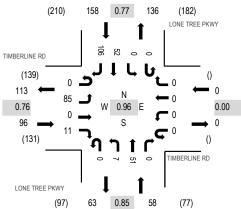


Location: 28 LONE TREE PKWY & TIMBERLINE RD PM

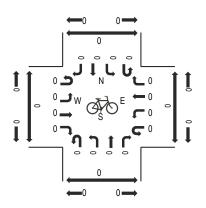
Date: Wednesday, November 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:15 PM - 03:30 PM

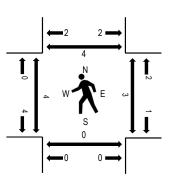
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	14100	71120	u v	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,																		
	TII	MBERL	INE R	D	TIM	1BERL	INE RD		LO	NE TRE	E PKV	٧Y	LO	NE TRI	EE PK\	٧Y						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	destriar	n Crossii	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
2:45 PM	0	10	0	1	0	0	0	0	0	3	8	0	0	0	10	9	41	276	2	0	0	0
3:00 PM	0	15	0	1	0	0	0	0	0	4	13	0	0	0	17	23	73	312	. 0	1	0	1
3:15 PM	0	10	0	7	0	0	0	0	0	3	10	0	0	0	11	40	81	304	. 2	0	0	0
3:30 PM	0	32	0	2	0	0	0	0	0	0	13	0	0	0	12	22	81		0	1	0	1
3:45 PM	0	28	0	1	0	0	0	0	0	0	15	0	0	0	12	21	77		2	1	0	2
4:00 PM	0	21	0	3	0	0	0	0	0	1	7	0	0	0	20	13	65		0	0	0	0
Count Total	0	116	0	15	0	0	0	0	0	11	66	0	0	0	82	128	3 418		6	3	0	4
 Peak Hour	0	85	0	11	0	0	0	0	0	7	51	0	0	(52	2 10	6 31	12	4	3	0	4

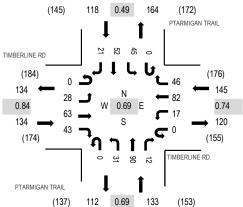


Location: 29 PTARMIGAN TRAIL & TIMBERLINE RD AM

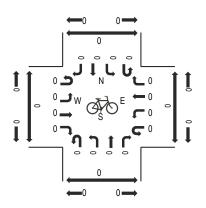
Date: Wednesday, November 13, 2024 **Peak Hour:** 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

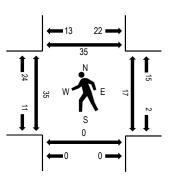
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Harric Courts	- INIOU	71120	uvc																			
	TII	MBERL	INE R	D	TIM	1BERL	INE RD		PT/	ARMIG/	AN TRA	AIL.	PT/	ARMIG	AN TR	٩IL						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:45 AM	0	6	15	6	0	0	17	7	0	10	10	3	0	4	5	2	85	530	2	0	0	2
8:00 AM	0	2	13	14	0	1	20	7	0	6	13	2	0	7	2	0	87	518	4	0	0	4
8:15 AM	0	13	13	12	0	4	22	23	0	4	40	4	0	11	12	7	165	476	20	5	0	16
8:30 AM	0	7	22	11	0	12	23	9	0	11	27	3	0	23	33	12	193		9	12	0	13
8:45 AM	0	4	12	6	0	2	13	0	0	6	2	2	0	5	11	10	73		2	0	0	2
9:00 AM	0	0	14	4	0	1	15	0	0	6	2	2	0	0	1	0	45		5	0	0	2
Count Total	0	32	89	53	0	20	110	46	0	43	94	16	0	50	64	31	648		42	17	0	39
Peak Hour	0	28	63	43	0	17	82	46	0	31	90	12	0	45	5 52	2 2	1 53	80	35	17	0	35

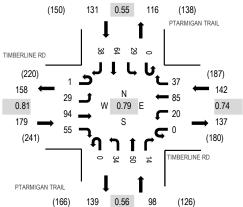


Location: 29 PTARMIGAN TRAIL & TIMBERLINE RD PM

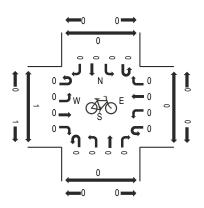
Date: Wednesday, November 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

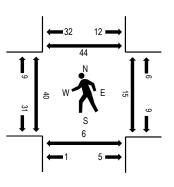
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

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	TII	MBERL	INE R	D	TIM	1BERLI	NE RD		PTA	ARMIG <i>A</i>	AN TRA	AIL.	PT/	ARMIG	AN TRA	AIL						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	lestriar	Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
2:45 PM	0	2	12	9	0	0	19	3	0	8	8	1	0	1	0	1	64	493	0	0	0	0
3:00 PM	0	9	25	13	0	1	19	5	0	7	14	3	0	1	5	2	104	550	3	1	0	2
3:15 PM	0	16	25	11	0	7	21	20	0	11	28	5	0	1	4	3	152	536	11	6	0	16
3:30 PM	0	4	26	25	0	10	20	10	0	6	7	1	0	15	35	14	173		24	6	4	22
3:45 PM	1	0	18	6	0	2	25	2	0	10	1	5	0	12	20	19	121		2	2	2	4
4:00 PM	0	4	22	13	0	1	18	4	0	8	1	2	0	5	4	8	90		3	1	0	1
Count Total	1	35	128	77	0	21	122	44	0	50	59	17	0	35	68	47	704		43	16	6	45
Peak Hour	1	29	94	55	0	20	85	37	0	34	50	14	0	29	64	3	8 55	0	40	15	6	44

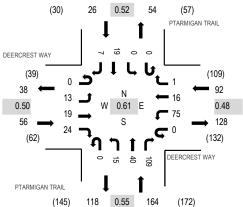


Location: 30 PTARMIGAN TRAIL & DEERCREST WAY AM

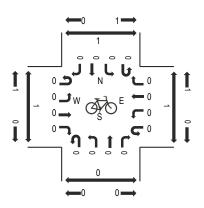
Date: Wednesday, November 13, 2024 Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

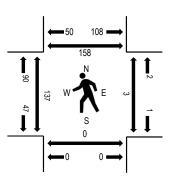




Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

manne counts	- IVIOU	JIIZC	uve	HILLICIC	.3																	
	DEI	ERCRE	EST W	AΥ	DEE	RCRE	ST WAY		PT/	RMIGA	AN TRA	IL	PT/	ARMIG	AN TR	AIL						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	lestriar	Cross	ings
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Ri	ght	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:45 AM	0	0	2	2	0	8	2	0	0	1	2	20	0	0	1	0	38	338	0	1	0	1
8:00 AM	0	0	2	0	0	7	0	0	0	2	6	14	0	0	2	0	33	332	1	0	0	0
8:15 AM	0	7	9	5	0	19	5	0	0	8	23	43	0	0	8	1	128	302	38	1	0	57
8:30 AM	0	6	6	17	0	41	9	1	0	4	9	32	0	0	8	6	139		98	1	0	100
8:45 AM	0	0	0	6	0	16	0	0	0	0	2	4	0	0	4	0	32		7	0	2	4
9:00 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	3		0	0	0	2
Count Total	0	13	19	30	0	92	16	1	0	16	43	113	0	0	23	7	373		144	3	2	164
Peak Hour	0	13	19	24	0	75	16	1	0	15	40	109	0	() 19	9	7 33	38	137	3	0	158

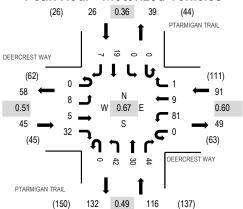


Location: 30 PTARMIGAN TRAIL & DEERCREST WAY PM

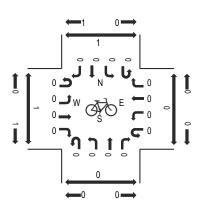
Date: Wednesday, November 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

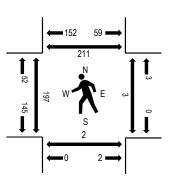
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	DE	ERCRE	ST W	ΑY	DEE	RCRE	ST WA	Υ	PTA	RMIGA	AN TRA	AIL	PT/	ARMIG	AN TRA	ΑIL						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	ound			Rolling	Ped	lestriar	n Crossi	ings
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
2:45 PM	0	0	0	0	0	2	0	0	0	2	3	8	0	0	0	0	15	238	0	0	0	0
3:00 PM	0	5	0	1	0	6	0	0	0	6	7	15	0	0	1	0	41	278	0	0	0	0
3:15 PM	0	2	4	1	0	7	0	0	0	34	11	19	0	0	0	0	78	263	49	3	2	53
3:30 PM	0	0	1	21	0	34	9	0	0	2	10	9	0	0	11	7	104		147	0	0	156
3:45 PM	0	1	0	9	0	34	0	1	0	0	2	1	0	0	7	0	55		1	0	0	2
4:00 PM	0	0	0	0	0	16	2	0	0	0	2	6	0	0	0	0	26		0	0	0	0
Count Total	0	8	5	32	0	99	11	1	0	44	35	58	0	0	19	7	319		197	3	2	211
Peak Hour	0	8	5	32	0	81	9	1	0	42	30	44	0	0	19)	7 27	78	197	3	2	211

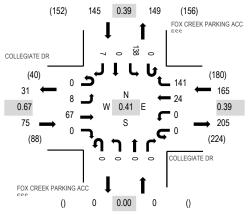


Location: 31 FOX CREEK PARKING ACCESS & COLLEGIATE DR AM

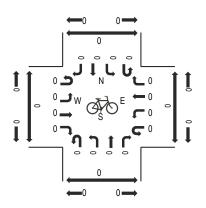
Date: Wednesday, November 13, 2024 **Peak Hour:** 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

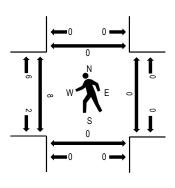
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

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	CC	LLEGI	IATE D	R	CO	LLEGIA	ATE DR		FOX (CREEK	PARK	ING	FOX	CREEK	PARK	ING						
Interval		Eastb	ound			Westb	ound			MAGGE	o€hd			SAGG	South d			Rolling	Ped	lestriar	Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:45 AM	0	0	17	0	0	0	3	6	0	0	0	0	0	0	0	0	26	385	1	0	0	0
8:00 AM	0	1	16	0	0	0	6	22	0	0	0	0	0	3	0	1	49	381	0	0	0	0
8:15 AM	0	5	23	0	0	0	8	99	0	0	0	0	0	93	0	5	233	345	7	0	0	0
8:30 AM	0	2	11	0	0	0	7	14	0	0	0	0	0	42	0	1	77		0	0	0	0
8:45 AM	0	0	7	0	0	0	3	6	0	0	0	0	0	5	0	1	22		0	0	0	1
9:00 AM	0	0	6	0	0	0	5	1	0	0	0	0	0	1	0	0	13		0	0	0	0
Count Total	0	8	80	0	0	0	32	148	0	0	0	0	0	144	0	8	420		8	0	0	1
Peak Hour	0	8	67	0	0	0	24	141	0	0	0	0	0	138	()	7 38	35	8	0	0	0

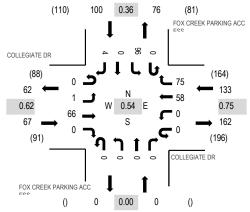


Location: 31 FOX CREEK PARKING ACCESS & COLLEGIATE DR PM

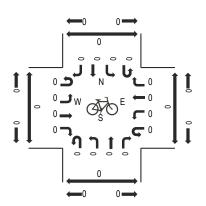
Date: Wednesday, November 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

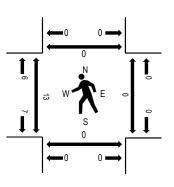
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

manno ocanico	111000	,,, <u>,</u>	4 10	111010																		
	CO	LLEGI	ATE D	R	CO	LLEGIA	ATE DR		FOX (CREEK	PARK	NG	FOX	CREEK	PARK	ING						
Interval		Eastb	ound			Westb	ound			MARGE	οθηd			SAGG	South d			Rolling	Ped	lestriar	Crossii	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
2:45 PM	0	0	8	0	0	0	11	5	0	0	0	0	0	3	0	0	27	287	0	0	0	0
3:00 PM	0	1	10	0	0	0	10	28	0	0	0	0	0	5	0	0	54	300	0	0	0	0
3:15 PM	0	0	16	0	0	0	26	20	0	0	0	0	0	6	0	0	68	284	5	0	0	0
3:30 PM	0	0	29	0	0	0	11	27	0	0	0	0	0	68	0	3	138		8	0	0	0
3:45 PM	0	0	11	0	0	0	11	0	0	0	0	0	0	17	0	1	40		0	0	0	0
4:00 PM	0	0	16	0	0	0	15	0	0	0	0	0	0	7	0	0	38		0	0	0	0
Count Total	0	1	90	0	0	0	84	80	0	0	0	0	0	106	0	4	365		13	0	0	0
Peak Hour	0	1	66	0	0	0	58	75	0	0	0	0	0	96	() .	4 30	0	13	0	0	0

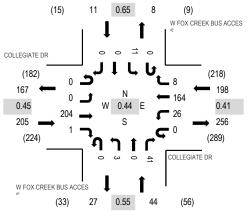


Location: 32 W FOX CREEK BUS ACCESS & COLLEGIATE DR AM

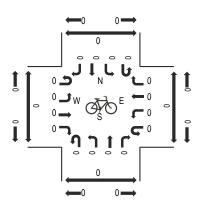
Date: Wednesday, November 13, 2024 **Peak Hour:** 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

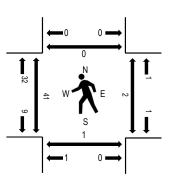
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	CC	LLEGI	ATE D	R	CO	LLEGI	ATE DF	3	W FOX (REEK	BUS A	CCESS	W FOX (REEK	BUS A	CCESS	3					
Interval		Eastb	ound			Westb	ound			Northb	ound			Southl	oound			Rolling	Ped	lestriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:45 AM	0	0	17	0	0	6	8	4	0	2	0	5	0	1	0	0	43	458	3	0	0	0
8:00 AM	0	0	18	1	0	4	30	1	0	1	0	6	0	3	0	0	64	448	6	2	1	0
8:15 AM	0	0	114	0	0	13	105	2	0	0	0	20	0	5	0	0	259	406	29	0	0	0
8:30 AM	0	0	55	0	0	3	21	1	0	0	0	10	0	2	0	0	92		3	0	0	0
8:45 AM	0	0	11	1	0	4	8	1	0	0	0	5	0	2	0	1	33		1	0	0	0
9:00 AM	0	0	7	0	0	1	6	0	0	0	0	7	0	1	0	0	22		0	0	0	0
Count Total	0	0	222	2	0	31	178	9	0	3	0	53	0	14	0	1	513		42	2	1	0
Peak Hour	0	0	204	1	0	26	164	8	0	3	0	41	0	11	()	0 45	58	41	2	1	0

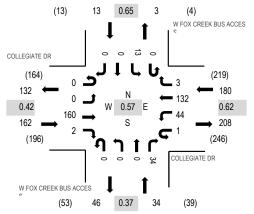


Location: 32 W FOX CREEK BUS ACCESS & COLLEGIATE DR PM

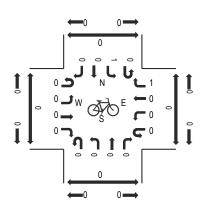
Date: Wednesday, November 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

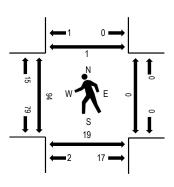
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

					_																	
	CO	LLEG	ATE D	R	CO	LLEGIA	ATE DR		W FOX C	REEK	BUS A	CCESS	W FOX (CREEK	BUS A	CCESS	3					
Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	lestriar	Crossii	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Ri	ght	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
2:45 PM	0	0	11	0	0	4	16	1	0	1	0	3	0	0	0	0	36	369	3	0	3	0
3:00 PM	0	0	14	0	0	9	39	1	0	0	0	3	0	2	0	0	68	389	1	0	0	0
3:15 PM	0	0	15	1	1	16	57	1	0	0	0	2	0	1	0	0	94	363	14	0	2	0
3:30 PM	0	0	103	0	0	12	28	0	0	0	0	23	0	5	0	0	171		76	0	17	0
3:45 PM	0	0	28	1	0	7	8	1	0	0	0	6	0	5	0	0	56		3	0	0	1
4:00 PM	0	0	23	0	0	3	15	0	0	0	0	1	0	0	0	0	42		0	0	0	0
Count Total	0	0	194	2	1	51	163	4	0	1	0	38	0	13	0	C	467		97	0	22	1
Peak Hour	0	0	160	2	1	44	132	3	0	0	0	34	0	13	()	0 38	9	94	0	19	1

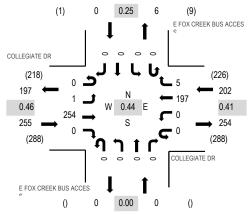


Location: 33 E FOX CREEK BUS ACCESS & COLLEGIATE DR AM

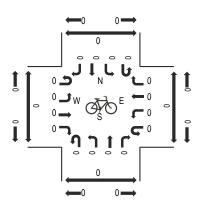
Date: Wednesday, November 13, 2024 **Peak Hour:** 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

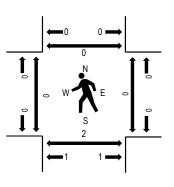
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

					_																	
	CO	LLEGI	ATE D	R	CO	LLEGIA	ATE DF	₹	E FOX C	REEK	BUS A	CCESS	SE FOX (CREEK	BUS A	CCESS						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	lestriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:45 AM	0	0	23	0	0	0	18	0	0	0	0	0	0	0	0	0	41	457	0	0	1	0
8:00 AM	0	0	27	0	0	0	36	1	0	0	0	0	0	0	0	0	64	449	0	0	0	0
8:15 AM	0	1	137	0	0	0	119	4	0	0	0	0	0	0	0	0	261	410	0	0	1	0
8:30 AM	0	0	67	0	0	0	24	0	0	0	0	0	0	0	0	0	91		0	0	0	0
8:45 AM	0	0	18	0	0	0	13	2	0	0	0	0	0	0	0	0	33		0	0	0	0
9:00 AM	0	0	15	0	0	0	8	1	0	0	0	0	0	1	0	0	25		0	0	0	0
Count Total	0	1	287	0	0	0	218	8	0	0	0	0	0	1	0	C	515	i	0	0	2	0
Peak Hour	0	1	254	0	0	0	197	5	0	0	0	0	0	C) ()	0 45	57	0	0	2	0

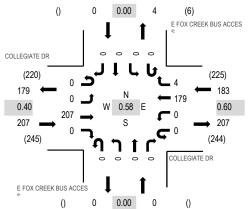


Location: 33 E FOX CREEK BUS ACCESS & COLLEGIATE DR PM

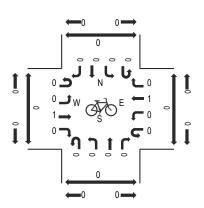
Date: Wednesday, November 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

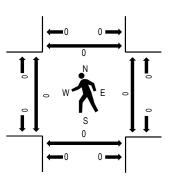
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	CO	LLEGI	ATE D	R	CO	LLEGI <i>A</i>	ATE DF	2	E FOX C	REEK	BUS A	CCESS	E FOX C	REEK	BUS A	CCESS						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	ound			Rolling	Ped	lestriar	n Crossin	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
2:45 PM	0	0	14	0	0	0	22	0	0	0	0	0	0	0	0	0	36	374	0	0	0	0
3:00 PM	0	0	19	0	0	0	51	1	0	0	0	0	0	0	0	0	71	390	0	0	0	0
3:15 PM	0	0	19	0	0	0	78	2	0	0	0	0	0	0	0	0	99	363	0	0	0	0
3:30 PM	0	0	131	0	0	0	36	1	0	0	0	0	0	0	0	0	168		0	0	0	0
3:45 PM	0	0	38	0	0	0	14	0	0	0	0	0	0	0	0	0	52		0	0	0	0
4:00 PM	0	1	23	0	0	0	19	1	0	0	0	0	0	0	0	0	44		0	0	0	0
Count Total	0	1	244	0	0	0	220	5	0	0	0	0	0	0	0	C	470		0	0	0	0
Peak Hour	0	0	207	0	0	0	179	4	0	0	0	0	0	0	()	0 39	0	0	0	0	0

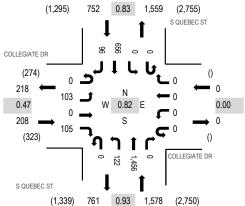


Location: 34 S QUEBEC ST & COLLEGIATE DR AM

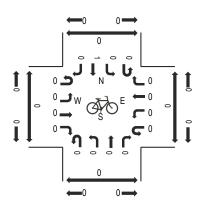
Date: Wednesday, November 13, 2024 Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

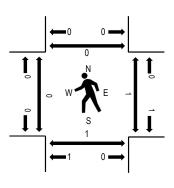
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	manne oddines	IVIOL	71120	u vc	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,																		
		CC	LLEG	ATE D	R	COL	LEGI/	ATE DR		5	QUEB	EC ST		5	QUEE	BEC ST							
	Interval		Eastb	ound		,	Westb	ound			Northb	ound			Southl	oound			Rolling	Ped	estriar	n Crossii	ngs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru R	ight	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
	7:30 AM	0	16	0	8	0	0	0	0	0	28	394	0	0	0	129	12	587	2,538	0	1	1	0
	7:45 AM	0	9	0	14	0	0	0	0	0	10	390	0	0	0	181	8	612	2,512	0	0	0	0
	8:00 AM	0	11	0	17	0	0	0	0	0	27	319	0	0	0	185	10	569	2,383	0	0	0	0
	8:15 AM	0	67	0	66	0	0	0	0	0	57	353	0	0	0	161	66	770	2,234	0	0	0	0
	8:30 AM	0	34	0	34	0	0	0	0	0	16	340	0	0	0	129	8	561	1,830	0	0	0	0
	8:45 AM	0	10	0	12	0	0	0	0	0	10	317	0	0	0	129	5	483		0	0	0	0
	9:00 AM	0	8	0	6	0	0	0	0	0	4	258	0	0	0	139	5	420		0	0	0	0
	9:15 AM	0	5	0	6	0	0	0	0	0	3	224	0	0	0	123	5	366		0	0	0	0
-	Count Total	0	160	0	163	0	0	0	0	0	155	2,595	0	0	0	1,176	119	4,368		0	1	1	0
	Peak Hour	0	103	0	105	0	0	0	0	0	122	1,456	0	0	(656	6 96	2,53	8	0	1	1	0

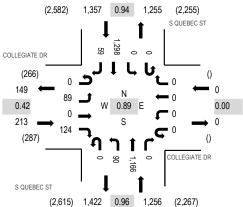


Location: 34 S QUEBEC ST & COLLEGIATE DR PM

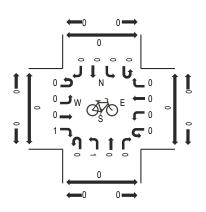
Date: Wednesday, November 13, 2024 Peak Hour: 03:15 PM - 04:15 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

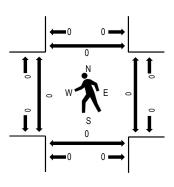
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

•	Tarric Courts	IVIOL)	uvc	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,																		
		CC	LLEGI	ATE D	R	COL	LEGI/	ATE D	R	5	QUEB	BEC ST		5	QUEE	BEC ST							
	Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Crossin	ıgs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
	2:30 PM	0	14	0	5	0	0	0	0	0	7	189	0	0	0	254	9	478	2,378	0	0	0	0
	2:45 PM	0	5	0	9	0	0	0	0	0	6	228	0	0	0	305	16	569	2,692	0	0	0	0
	3:00 PM	0	5	0	13	0	0	0	0	0	23	271	0	1	0	311	31	655	2,787	0	2	0	0
	3:15 PM	0	13	0	8	0	0	0	0	0	47	257	0	0	0	320	31	676	2,826	0	0	0	0
	3:30 PM	0	48	0	81	0	0	0	0	0	25	302	0	0	0	324	12	792	2,758	0	0	0	0
	3:45 PM	0	17	0	23	0	0	0	0	0	4	310	0	0	0	300	10	664		0	0	0	0
	4:00 PM	0	11	0	12	0	0	0	0	0	14	297	0	0	0	354	6	694		0	0	0	0
	4:15 PM	0	11	0	12	0	0	0	0	0	11	276	0	0	0	284	14	608		0	0	0	0
	Count Total	0	124	0	163	0	0	(0 0	0	137	2,130	0	1	0	2,452	129	5,136		0	2	0	0
	Peak Hour	0	89	0	124	0	0	(0	0	90	1,166	0	0	(1,298	3 59	2,82	:6	0	0	0	0

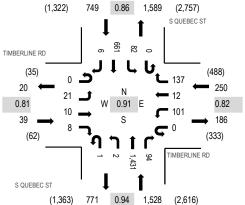


Location: 35 S QUEBEC ST & TIMBERLINE RD AM

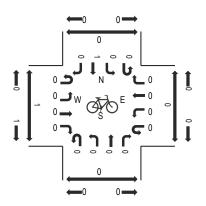
Date: Wednesday, November 13, 2024 **Peak Hour:** 07:30 AM - 08:30 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

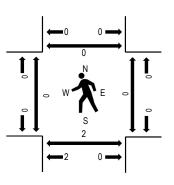
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	TII	MDEDI	INE R	ח	TIM	ADEDI	INE RD		c	QUEB	EC ST			OHE	BEC ST							
	111			U	1 11				3													
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	r Crossii	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru I	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:30 AM	0	8	2	2	0	30	4	30	0	0	382	24	0	12	126	0	620	2,566	0	0	0	0
7:45 AM	0	5	2	4	0	17	1	31	0	1	369	16	0	16	169	0	631	2,547	0	0	0	0
8:00 AM	0	5	1	0	0	33	3	30	1	1	309	23	0	21	178	2	607	2,423	0	0	2	0
8:15 AM	0	3	5	2	0	21	4	46	0	0	371	31	0	33	188	4	708	2,203	0	0	0	0
8:30 AM	1	5	2	4	0	33	5	51	0	2	310	24	0	24	139	1	601	1,922	0	0	0	0
8:45 AM	0	5	0	0	0	27	0	38	0	1	279	20	0	13	122	2	507		2	0	0	0
9:00 AM	0	2	0	1	0	23	0	24	1	0	186	11	0	14	123	2	387		0	0	0	0
9:15 AM	0	2	0	1	0	11	0	26	0	0	240	14	0	25	107	1	427		0	0	0	0
Count Total	1	35	12	14	0	195	17	276	2	5	2,446	163	0	158	1,152	12	4,488		2	0	2	0
Peak Hour	0	21	10	8	0	101	12	137	1	2	1,431	94	0	82	2 661	6	3 2,56	66	0	0	2	0

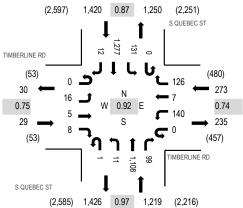


Location: 35 S QUEBEC ST & TIMBERLINE RD PM

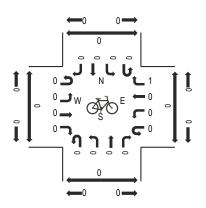
Date: Wednesday, November 13, 2024 Peak Hour: 03:15 PM - 04:15 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

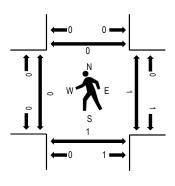
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

110		- IVIOU	71120	uve																			
		TII	MBERL	INE R	D	TIN	/IBERL	INE RD)	5	QUEE	BEC ST		5	QUEE	BEC ST							
	Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Crossir	ngs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
	2:30 PM	0	2	2	2	0	28	1	17	0	1	172	6	0	29	231	1	492	2,478	0	0	0	0
	2:45 PM	0	3	2	0	0	28	1	19	1	4	226	25	0	31	269	1	610	2,784	0	0	0	0
	3:00 PM	0	7	3	0	0	25	2	24	0	3	248	29	0	41	273	2	657	2,877	0	1	0	0
	3:15 PM	0	5	4	2	0	30	2	27	0	4	277	32	0	32	302	2	719	2,941	0	0	1	0
	3:30 PM	0	2	0	2	0	30	2	41	1	3	286	23	0	44	359	5	798	2,868	0	0	0	0
	3:45 PM	0	4	1	3	0	56	3	35	0	2	267	17	0	24	287	4	703		0	0	0	0
	4:00 PM	0	5	0	1	0	24	0	23	0	2	278	27	0	31	329	1	721		0	1	0	0
	4:15 PM	0	1	2	0	0	35	2	25	0	3	257	22	0	30	267	2	646		1	0	0	0
C	Count Total	0	29	14	10	0	256	13	211	2	22	2,011	181	0	262	2,317	18	5,346		1	2	1	0
	Peak Hour	0	16	5	8	0	140	7	126	1	11	1,108	99	0	131	1 1,277	7 12	2 2,94	11	0	1	1	0

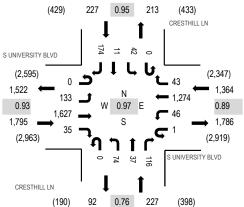


Location: 36 CRESTHILL LN & S UNIVERSITY BLVD AM

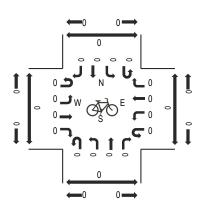
Date: Wednesday, November 13, 2024 **Peak Hour:** 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

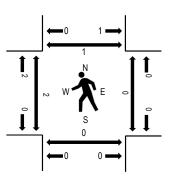
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	SUN	IIVERS	SITY BI	LVD	SUN	IVERS	ITY BLV	'D	С	RESTH	ILL LN		С	REST	HILL LN	1						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	lestriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:45 AM	0	29	382	4	1	6	372	6	0	20	13	42	0	11	4	40	930	3,613	1	0	0	0
8:00 AM	0	36	368	12	0	12	312	7	0	21	10	24	0	11	2	43	858	3,477	0	0	0	0
8:15 AM	0	32	440	10	0	14	313	16	0	11	3	29	0	10	1	48	927	3,333	0	0	0	1
8:30 AM	0	36	437	9	0	14	277	14	0	22	11	21	0	10	4	43	898	2,928	1	0	0	0
8:45 AM	0	35	342	17	0	6	270	19	0	18	6	23	0	11	3	44	794	2,524	0	0	0	0
9:00 AM	0	46	258	13	0	16	230	37	0	15	18	19	0	14	6	42	714		0	0	0	0
9:15 AM	0	20	209	5	0	12	181	14	0	18	4	19	0	10	2	28	522		0	0	0	0
9:30 AM	0	18	198	7	0	10	186	2	0	13	1	17	0	13	1	28	494		0	0	0	0
Count Total	0	252	2,634	77	1	90	2,141	115	0	138	66	194	0	90	23	316	6,137		2	0	0	1
Peak Hour	0	133	1,627	35	1	46	1,274	43	0	74	37	116	0	42	! 11	174	3,61	3	2	0	0	1

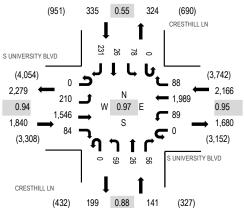


Location: 36 CRESTHILL LN & S UNIVERSITY BLVD PM

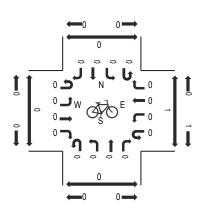
Date: Wednesday, November 13, 2024 **Peak Hour:** 03:30 PM - 04:30 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

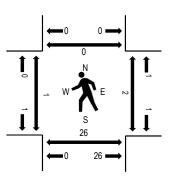
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

raino ocano	14100	J112C	, u , t	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,																		
	SUN	IIVERS	SITY BI	_VD	S UN	IVERS	ITY BLV	/D	С	RESTH	IILL LN		С	RESTH	HILL LN	I						
Interval		Eastb	ound			Westb	ound			Northb	ound			Southb	ound			Rolling	Ped	lestrian	Crossin	igs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru I	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South 1	North
2:30 PM	0	64	235	15	0	16	295	45	0	14	15	14	0	17	3	36	769	3,846	2	0	1	0
2:45 PM	0	51	249	10	0	21	331	35	0	13	10	21	0	112	56	118	1,027	4,199	41	11	6	0
3:00 PM	0	49	326	19	0	24	385	14	0	13	13	20	0	52	28	96	1,039	4,310	2	3	1	0
3:15 PM	0	50	379	21	0	11	386	13	0	20	7	26	0	21	9	68	1,011	4,432	2	0	0	0
3:30 PM	0	48	424	22	0	19	482	16	0	12	5	21	0	13	4	56	1,122	4,482	0	1	26	0
3:45 PM	0	49	386	16	0	29	523	16	0	15	6	11	0	24	6	57	1,138		0	0	0	0
4:00 PM	0	49	391	20	0	23	525	16	0	13	9	17	0	26	10	62	1,161		0	1	0	0
4:15 PM	0	64	345	26	0	18	459	40	0	19	6	7	0	15	6	56	1,061		1	0	0	0
Count Total	0	424	2,735	149	0	161	3,386	195	0	119	71	137	0	280	122	549	8,328		48	16	34	0
Peak Hour	0	210	1,546	84	0	89	1,989	88	0	59	26	56	0	78	26	231	4,48	2	1	2	26	0



Appendix C Existing Traffic Signal Timing Plans

Phase [1.1.1]

	φ1	φ2	ф3	ф4	φ5	ф6	ф7	ф8	ф9	ф10	ф11	φ12	ф13	φ14	ф15	ф16
	+-	(NT)	T-	(ET)	(NL)	(ST)	Ψ.	T	T .	Y	Y	+	Y	4	Y	•
Walk	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	27	0	16	0	0	0	0	0	0	0	0	0	0
Min Green	0	25	0	5	5	25	0	0	0	0	0	0	0	0	0	0
Gap Ext	0	5	0	2.5	1.5	5	0	0	0	0	0	0	0	0	0	0
Max1	0	50	0	30	15	50	0	0	0	0	0	0	0	0	0	0
Max2	0	20	0	15	15	20	0	0	0	0	0	0	0	0	0	0
Yellow Clr	0	4.5	0	3	3	4.5	0	0	3	3	3	3	3	3	3	3
Red Clr	0	1.5	0	2	1	1.5	0	0	2	2	2	2	2	2	2	2
Red Revert	0	5	0	5	5	5	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																

Phase Option [1.1.2]

	φ1	φ2	ф3	ф4	ф5	ф6	ф7	ф8	ф9	ф10	ф11	φ12	ф13	ф14	ф15	ф16
		(NT)		(ET)	(NL)	(ST)		•	'	,						'
Enable		ON		ON	ON	ON										
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

	φ1	φ2	ф3	ф4	ф5	ф6	ф7	ф8	φ9	ф10	ф11	φ12	ф13	ф14	ф15	ф16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time																
Omit Yel																
Ped Out																
Start Yel																
Inhibit P1																
Inhibit P2																
Inhibit P3																
Inhibit P4																
Inhibit P5																
Inhibit P6																
Inhibit P7																
Inhibit P8																
Call Phs1																
Call Phs2																
Redirect P Calls From 1																
Redirect P Calls To 1																
Redirect P Calls From 2																
Redirect P Calls To 2																
Redirect P Calls From 3																
Redirect P Calls To 3																
Redirect P Calls From 4																
Redirect P Calls To 4																

Prepared	By / Date	

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	PR
Ring 1	1	2	3	4	10	10	1,	10
Ring 2	5	6	7	8				
Ring 3	3	0	/	0				
Ring 4								

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout		Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	5	RST	OFF	OFF		ON	6	STD8	OFF	4PH	OFF	1	OFF	OFF	

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
	60		

Detector, Vehicle Parameters 1-16 [5.1]

010010., 10.				[. 1											
Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON	ON	ON
Added Initial																
Call	ON	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON	ON	ON	ON
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

				[-												
Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Yellow Lock																
Red Lock																
Extend	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON				
Added Initial																
Call	ON	ON		ON	ON	ON	ON	ON		ON	ON	ON				
Call Phase	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Ped Detectors 1-16 [5.4]

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

Channels/SDLC, Assign to Phases [1.8.1]

	-,		<i>.</i>	_		L																		
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	VEH	VEH	VEH	VEH							
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK											
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

		9			- L.																			
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	10	21	22	23	24
Flash Red																								
Flash Yellow																								
Flash Green																								
Inh Red Flash in Preempt																								
Color Flash Rate	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	I	nclude	d Phas	es			N	Jodife	Phase	es		Type	Green	Yellow	Red
Overlap 1												-GRYEL		3.5	1.5
Overlap 2												-GRYEL		3.5	1.5
Overlap 3												NORMAL		3.5	1.5
Overlap 4												NORMAL		3.5	1.5
Overlap 5												NORMAL		3.5	1.5
Overlap 6												NORMAL		3.5	1.5
Overlap 7												NORMAL		3.5	1.5
Overlap 8												NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap		Co	nflictii	ng Pha	ises			Con	flicting	g Ove	rlaps			C	onflict	ing Pe	ds	
Overlap 1																		
Overlap 2																		
Overlap 3																		
Overlap 4																		
Overlap 5																		
Overlap 6																		
Overlap 7																		
Overlap 8																		

Overlap Program Parameters+ [1.5.2.3]

overlap Prog	I a I I I F	ararrie	ters+	1.3.4	?]											
#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Leading Green																
FYA MCE Disable																
FYA After Preempt																
FYA Skip Red																
PedCallClear																
FYA ImmedReturn																
FYARedB4Ped																
Transit Input	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Ext Overlap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FYAGapExt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station: 30 - Quebec & Collegiate Dr (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
	_	ON		_	_	_
Lock Input	ON		ON	ON	ON	ON
Override Auto Flash	ON	ON				
Override Higher Preempt	ON	ON				
Flash in Dwell				_		
Link to Preempt	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	5	5	5	5
Min Green	0	0	5	5	5	5
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0
Min Dwell	0	0	0	0	0	0
Max Presence	0	0	120	120	120	120
Track Veh 1	0	0	0	0	0	0
Track Veh 2	0	0	0	0	0	0
Track Veh 3	0	0	0	0	0	0
Track Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 1	0	0	2	0	4	0
Dwell Cyc Veh 2	0	0	6	0	0	0
Dwell Cyc Veh 3	0	0	0	0	0	0
Dwell Cyc Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 5	0	0	0	0	0	0
Dwell Cyc Veh 6	0	0	0	0	0	0
Dwell Cyc Veh 7	0	0	0	0	0	0
Dwell Cyc Veh 8	0	0	0	0	0	0
Dwell Cyc Veh 9	0	0	0	0	0	0
Dwell Cyc Veh 10	0	0	0	0	0	0
Dwell Cyc Veh 11	0	0	0	0	0	0
Dwell Cyc Veh 12	0	0	0	0	0	0
Dwell Cyc Ped1	0	0	0	0	0	0
Dwell Cyc Ped2	0	0	0	0	0	0
Dwell Cyc Ped3	0	0	0	0	0	0
Dwell Cyc Ped4	0	0	0	0	0	0
Dwell Cyc Ped5	0	0	0	0	0	0
Dwell Cyc Ped6	0	0	0	0	0	0
Dwell vPed7	0	0	0	0	0	0
Dwell Cyc Ped8	0	0	0	0	0	0
Exit 1	0	0	4	0	4	0
Exit 2	0	0	0	0	0	0
Exit 3	0	0	0	0	0	0
Exit 4	0	0	0	0	0	0

Preemption Times+[3.4]/Overlaps+[3.5]/Options+

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell	0	0	0	0	0	0
Pattern	0	0	0	0	0	0
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Track Over 5	0	0	0	0	0	0
Track Over 6	0	0	0	0	0	0
Track Over 7	0	0	0	0	0	0
Track Over 8	0	0	0	0	0	0
Track Over 9	0	0	0	0	0	0
Track Over 10	0	0	0	0	0	0
Track Over 11	0	0	0	0	0	0
Track Over 12	0	0	0	0	0	0
DwellCyc Over 1	0	0	0	0	0	0
DwellCyc Over 2	0	0	0	0	0	0
DwellCyc Over 3	0	0	0	0	0	0
DwellCyc Over 4	0	0	0	0	0	0
DwellCyc Over 5	0	0	0	0	0	0
DwellCyc Over 6	0	0	0	0	0	0
DwellCyc Over 7	0	0	0	0	0	0
DwellCyc Over 8	0	0	0	0	0	0
DwellCyc Over 9	0	0	0	0	0	0
DwellCyc Over 10	0	0	0	0	0	0
DwellCyc Over 11	0	0	0	0	0	0
DwellCyc Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Max	0	0	0	0	0	0

Preemption Adv Times[3.8]/Init Dwell [3.9]

Preempt	1	2	3	4	5	6
All Red B4 Preempt						
Reset Ext Dwell						
Reservice Preempt						
End Dwell						
DsblDwellCalls						
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Dynamic Exit Threshold	0	0	0	0	0	0
Initial Dwell Phase 1	0	0	0	0	0	0
Initial Dwell Phase 2	0	0	0	0	0	0
Initial Dwell Phase 3	0	0	0	0	0	0
Initial Dwell Phase 4	0	0	0	0	0	0
Ped 1	0	0	0	0	0	0
Ped 2	0	0	0	0	0	0
Ped 3	0	0	0	0	0	0
Ped 4	0	0	0	0	0	0
Initial Dwell Overlap 1	0	0	0	0	0	0
Initial Dwell Overlap 2	0	0	0	0	0	0
Initial Dwell Overlap 3	0	0	0	0	0	0
Initial Dwell Overlap 4	0	0	0	0	0	0
Initial Dwell Overlap 5	0	0	0	0	0	0
Initial Dwell Overlap 6	0	0	0	0	0	0
Initial Dwell Overlap 7	0	0	0	0	0	0
Initial Dwell Overlap 8	0	0	0	0	0	0
Initial Dwell Overlap 9	0	0	0	0	0	0
Initial Dwell Overlap 10	0	0	0	0	0	0
Initial Dwell Overlap 11	0	0	0	0	0	0
Initial Dwell Overlap 12	0	0	0	0	0	0
Initial Dwell Overlap 13	0	0	0	0	0	0
Initial Dwell Overlap 14	0	0	0	0	0	0
Initial Dwell Overlap 15	0	0	0	0	0	0

Initial Dwell Overlap 16 0 0 0 0 0 0

Coordination, Modes,+ [2.1]

Modes

Operational Correct Maximum Force-Off SHRT/LNG MAX INH FLOAT

Modes+

	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	135	140	120													
Offset Time	57	12	16													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern 17-32 [2.4]

	•															
Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Sea Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern+ 1-8 [2.5]

Pattern	1	2	3	4	5	6	7	8
Short	10	10	10	10	10	10	10	10
Long	34	34	34	34	34	34	34	34
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Station: 30 - Quebec & Collegiate Dr (Standard File)

Coordination, Pattern+ 9-16 [2.5]

Pattern	9	10	11	12	13	14	15	16
Short	10	10	10	10	10	10	10	10
Long	34	34	34	34	34	34	34	34
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Coordination, Pattern+ 17 - 24 [2.5]

Pattern	17	18	19	20	21	22	23	24
Short	10	10	10	10	10	10	10	10
Long	34	34	34	34	34	34	34	34
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

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100	lination,	Shlits	12 / 11
	iii ia tioi i,	JPIICS	16.7.11

C-P4 T-LL-1		2		-	-		-	0	9	10	11	12	12	1.4	15	16
Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	NON	98	NON	37	12	86 MAY	NON	37	NON							
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord Phase		ON														
Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		103		37	15	88		37								
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord Phase		ON														
C 14 T-1.1. 2		_	-		-			0		10	- 11	12	12	1.4	1.5	16
Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	NON	83	NON	37	12	71	NON	37	NON							
Mode Coord Phase	NON	MAX	NON	NON	NON	MAX	NON									
Coord Fliase		ON														
Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
C-14 T-13 Z	-	•	- 1		T -		-	0		10	11	12	12	1.4	1.5	1.0
Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	Next	Men	NON	Nex	Men	NGN	NON	MON	Next	Nex	NON	NCN	NCN	NGN	Nex	Nex
Mode Coard Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time			-			-										
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	21021	21021	11011	11011	11011	21021	11011	21021	11011	11011	11011	21021	21021	11011	11011	21021
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time			-		,											
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	21021	11011	11011	11011	11011	11011	11011	11011	11011	11011	11011	11011	21021	11011	11011	21021
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		T -			<u> </u>										1	
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		-			3					10		1.2	10		1.5	10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Coold Fliase																

Douglas County **Station :** 30 - Quebec & Collegiate Dr (Standard File)

Station : 30 - 0	ر Quebec	& Colle	giate D	r (Stan	dard Fi	le)										
Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	11011	21021	21021	11011	11011	11011	21021	11011	11011	11011	11011	11011	11011	21021	11011	11011
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Fliase																
0.11.00.11.44			_													
Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord I Mase		1		1		1	1	l		l	l					1
0 W T 11 4#										- 10		- 10	- 10			1.0
Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Tildo																
								_								
Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coold I muse	1	1	1	1		1	1	1	1	1	1					1
0 11 m 12 1=		-														
Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord I hase																
Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coold Fliase																
			-		_				-							
Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Time Mode	1 NON	2 NON	3 NON	4 NON	5 NON	6 NON	7 NON	8 NON	9 NON	10 NON	11 NON	NON	NON	14 NON	15 NON	16 NON
Time																
Time Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Time Mode Coord Phase Split Table 20																
Time Mode Coord Phase Split Table 20 Time	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON	NON 14	NON	NON 16
Time Mode Coord Phase Split Table 20 Time Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Time Mode Coord Phase Split Table 20 Time	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON	NON 14	NON	NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase	NON NON	NON 2 NON	NON 3	NON 4	NON 5	NON 6	NON 7 NON	NON 8	NON 9	NON 10 NON	NON 11 NON	NON 12 NON	NON 13 NON	NON 14 NON	NON 15 NON	NON 16 NON
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON	NON 14	NON	NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time	NON 1 NON	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10 NON 10	NON 11 NON	NON 12 NON	NON 13 NON	NON 14 NON 14	NON 15 NON	NON 16 NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode	NON NON	NON 2 NON	NON 3	NON 4	NON 5	NON 6	NON 7 NON	NON 8	NON 9	NON 10 NON	NON 11 NON	NON 12 NON	NON 13 NON	NON 14 NON	NON 15 NON	NON 16 NON
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time	NON 1 NON	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10 NON 10	NON 11 NON	NON 12 NON	NON 13 NON	NON 14 NON 14	NON 15 NON	NON 16 NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase	NON 1 NON 1 NON	NON 2 NON NON	NON 3 NON NON	NON 4 NON NON	NON 5 NON NON	NON 6 NON NON	NON 7 NON NON	NON 8 NON	NON 9 NON NON	NON 10 NON NON	NON 11 NON 11 NON	NON 12 NON 12 NON	NON 13 NON 13	NON 14 NON 14 NON	NON 15 NON 15 NON	NON 16 NON NON
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 21 Time Split Table 21 Time Split Table 22	NON 1 NON	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10 NON 10	NON 11 NON	NON 12 NON	NON 13 NON	NON 14 NON 14	NON 15 NON	NON 16 NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time	NON 1 NON NON 1 NON	NON 2 NON 2 NON 2	NON 3 NON NON 3	NON 4 NON NON	NON 5 NON NON 5 S S S S S S S S S S S S	NON 6 NON 6 NON	NON 7 NON 7 NON 7	NON 8 NON NON	NON 9 NON NON 9	NON 10 NON 10 NON 10	NON	NON 12 NON 12 12	NON 13 NON 13 13	NON 14 NON 14 14	15 NON 15 NON 15	NON 16 NON 16 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Time Mode Toord Phase	NON 1 NON 1 NON	NON 2 NON NON	NON 3 NON NON	NON 4 NON NON	NON 5 NON NON	NON 6 NON NON	NON 7 NON NON	NON 8 NON	NON 9 NON NON	NON 10 NON NON	NON 11 NON 11 NON	NON 12 NON 12 NON	NON 13 NON 13	NON 14 NON 14 NON	NON 15 NON 15 NON	NON 16 NON NON
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time	NON 1 NON NON 1 NON	NON 2 NON 2 NON 2	NON 3 NON NON 3	NON 4 NON NON	NON 5 NON NON 5 S S S S S S S S S S S S	NON 6 NON 6 NON	NON 7 NON 7 NON 7	NON 8 NON NON 8	NON 9 NON NON 9	NON 10 NON 10 NON	NON	NON 12 NON 12 12	NON 13 NON 13 13	NON 14 NON 14 14	15 NON 15 NON 15	NON 16 NON 16 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase	NON 1 NON NON 1 NON	NON 2 NON NON 2 NON NON	NON 3 NON NON 3 NON	NON 4 NON NON	NON 5 NON 5 NON NON	NON 6 NON 6 NON	7	NON 8 NON 8 NON	NON 9 NON NON 9 NON	10 NON 10 NON 10 NON	NON 11 NON 11 NON	NON 12 NON 12 NON 12 NON	13 NON 13 NON 13 NON	NON 14 NON 14 NON NON	15 NON 15 NON 15 NON	NON 16 NON 16 NON
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Coord Phase Split Table 22 Time Mode Coord Phase	NON 1 NON NON 1 NON	NON 2 NON 2 NON 2	NON 3 NON NON 3	NON 4 NON NON	NON 5 NON NON 5 S S S S S S S S S S S S	NON 6 NON 6 NON	NON 7 NON 7 NON 7	NON 8 NON NON 8	NON 9 NON NON 9	NON 10 NON 10 NON	NON	NON 12 NON 12 12	NON 13 NON 13 13	NON 14 NON 14 14	15 NON 15 NON 15	NON 16 NON 16 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Time Mode Toord Phase	NON	NON 2 NON NON 2 NON NON 2 2 NON	NON 3 NON NON 3 NON 3 NON	NON 4 NON NON 4 NON 4 NON	NON 5 NON 5 NON 5 NON 5 NON	NON	7	NON 8 NON NON 8 NON 8 NON	NON 9 NON NON 9 NON 9 NON	NON 10 NON 10 NON 10 NON 10	NON	NON 12 NON 12 NON 12 12 12	13 NON 13 NON 13 NON 13 NON 13	NON 14 NON 14 NON 14 14	15 NON 15 NON 15 NON 15	NON 16 NO
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase	NON 1 NON 1 NON NON	NON 2 NON NON 2 NON NON	NON 3 NON NON 3 NON	NON 4 NON NON 4 NON	NON 5 NON 5 NON NON	NON 6 NON 6 NON	7	NON 8 NON 8 NON	NON 9 NON NON 9 NON	10 NON 10 NON 10 NON	NON 11 NON 11 NON	NON 12 NON 12 NON 12 NON	13 NON 13 NON 13 NON	NON 14 NON 14 NON NON	15 NON 15 NON 15 NON	NON 16 NON 16 NON
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Time Mode Toord Phase	NON	NON 2 NON NON 2 NON NON 2 2 NON	NON 3 NON NON 3 NON 3 NON	NON 4 NON NON 4 NON 4 NON	NON 5 NON 5 NON 5 NON 5 NON	NON	7	NON 8 NON NON 8 NON 8 NON	NON 9 NON NON 9 NON 9 NON	NON 10 NON 10 NON 10 NON 10	NON	NON 12 NON 12 NON 12 12 12	13 NON 13 NON 13 NON 13 NON 13	NON 14 NON 14 NON 14 14	15 NON 15 NON 15 NON 15	NON 16 NON 16 NON 16 NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase	NON	NON 2 NON NON 2 NON NON 2 2 NON	NON 3 NON NON 3 NON 3 NON	NON 4 NON NON 4 NON 4 NON	NON 5 NON 5 NON 5 NON 5 NON	NON	7	NON 8 NON NON 8 NON 8 NON	NON 9 NON NON 9 NON 9 NON	NON 10 NON 10 NON 10 NON 10	NON	NON 12 NON 12 NON 12 12 12	13 NON 13 NON 13 NON 13 NON 13	NON 14 NON 14 NON 14 14	15 NON 15 NON 15 NON 15	NON 16 NO
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase Split Table 23 Split Table 24	NON	NON 2 NON NON 2 NON NON 2 2 NON	NON 3 NON NON 3 NON 3 NON	NON 4 NON NON 4 NON 4 NON	NON 5 NON 5 NON 5 NON 5 NON	NON	7	NON 8 NON NON 8 NON 8 NON	NON 9 NON NON 9 NON 9 NON	NON 10 NON 10 NON 10 NON 10	NON	NON 12 NON 12 NON 12 12 12	13 NON 13 NON 13 NON 13 NON 13	NON 14 NON 14 NON 14 14	15 NON 15 NON 15 NON 15	NON 16 NO
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase Split Table 24 Time	NON 1 NON 1 NON 1 NON 1 NON 1 NON	NON 2 NON NON 2 NON NON 2 NON 2 NON	NON 3 NON NON 3 NON NON 3 NON	NON 4 NON NON 4 NON 4 NON	5	NON	7 NON NON	NON 8 NON 8 NON NON 8 NON	9 NON 9 NON 9 NON 9 9 NON 9	10 NON 10 NON 10 NON 10 NON 10 10	11 NON 11	NON 12 NON 12 NON 12 NON 12 NON 12	13 NON 13 NON 13 NON 13 NON 13	NON 14 NON 14 NON 14 NON 14 NON	15 NON 15 NON 15 NON 15 NON 15 15	NON 16 NO
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase Split Table 23 Split Table 24	NON 1 NON 1 NON 1 NON 1 NON	NON 2 NON NON 2 NON NON 2 NON	NON 3 NON NON 3 NON NON	NON 4 NON NON 4 NON NON	NON 5 NON 5 NON 5 NON NON	NON	7	NON 8 NON 8 NON NON 8 NON	NON 9 NON 9 NON 9 NON NON	10 10 NON 10 NON 10 NON NON	11 NON 11 NON 11 NON NON NON NON NON NON	12 NON 12 NON 12 NON 12 NON 12 NON	13 NON 13 NON 13 NON 13 NON	NON 14 NON 14 NON NON 14	15 NON 15 NON 15 NON 15 NON	16 NON 16 NON 16 NON NON NON NON NON NON NON NON NON NO

Station : 30 - 4	1	2	3	4	5	6	7	0	9	10	11	12	13	1.4	15	1.0
Split Table 25	1		3	4	5	0	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON										
Coord Phase																
S P. TL.I. 26	_				-		-	l 0		10	1.1	12	12	1 11	1.5	16
Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON										
Coord Phase																
Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	-		-	7	3		,	0		10	- 11	12	13	17	13	10
Mode	NON	NON	NON	NON	NON	NON										
Coord Phase	NON	NON	NON	NON	NON	NOI										
Coord Phase																
Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON										
Coord Phase																
Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON										
Coord Phase																
Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON										
Coord Phase																
Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON										
Coord Phase																
Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		1				1	1									
Time																
Mode	NON	NON	NON	NON	NON	NON										

TB Coor, Advanced Scheduler [4.3]

Hour Minute Action

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Plan														M									4		6				0			3							0				3		_		_			9	0	_	Day Pla
1				1								1			1	1	1	1	╄	1							1					1									1			1					1	1	1		1
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3	1	1	1	1	1	1	1	1	1	1	1	1	\perp	\perp	╄	\perp	\perp	\perp	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	1	1	1	1	1	1	3
4		\vdash	Ш	4		\vdash			╙	╙	╀	╄	\perp	\perp	╄	\perp	\perp	\perp	\perp	╙	╙	╙	\vdash	\vdash	\perp	Ш				L	╙	╙		╙	╙	╙	╄	╄	4	\perp	4	_	\vdash	╄	+	4	4	4	4		L		1
5		\vdash	Ш	4		L			╙	╙	╀	╄	\perp	\perp	╄	\perp	\perp	\perp	\perp	╙	╙	╙	\vdash	\vdash	\perp	Ш				L	╙	╙		╙	╙	╙	╄	╄	4	\perp	4	_	\vdash	╄	+	4	4	4	4		L		1
6			Ш	_						┖	\perp	\perp	\perp	\perp	╙	\perp	┸	\perp																			┸	┸	\perp	\perp	\perp			L	\perp	4	4	_					1
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9			Ш	_						╙	\perp	\perp	\perp	\perp	╙	┸	┸	\perp																		╙	╙	┸	\perp	╀	4			╙	4	4	4	_	_				1
10	1		Ш								\perp			1		1	1	1		1																	┸	┸	\perp	L	\perp	_		L	\perp	\perp	4						10
11			Ш	_	1	$oxed{}$				╙	_	┸	┸	1		┸	┸	\perp													╙					╙	╙	┸	┸	\perp	4			L	1	1	1	1	1	1	1	1	10
12		\vdash	Ш	4		\vdash	1		╙	╙	+	╄	\perp	1		1	1	1	\perp	╙	╙	╙	1	\vdash	\perp	Ш				L	╙	╙		╙	╙	╙	╄	╄	4	\perp	4	_	\vdash	╄	+	4	4	4	4		L		10
13			Ш	_					1	╙	\perp	\perp	\perp	1	╙	┸	┸	\perp		1	1	1	1	1	1	1										╙	╙	┸	\perp	╀	4			╙	4	4	4	_	_				10
14		\vdash	Ш	4		L			╙	╙	1		\perp	4	L	+	1		╄	╙	╙	╙	╙	╙		\perp				L	╙	╙		╙	╙	╙	╄	╄	+	\perp	4	1	1	1	1		1	1	1		L		10
15		\vdash	Ш	4		L			╙	╙	+	1	\perp	1	1	1	1	1	╄	╙	╙	╙	╙	╙		\perp					╙	╙		╙	╙	╙	╄	╄	+	\perp	4	_		╄	1	4	4	4	_		L		10
16			Ш	_		L				╄	\perp	\perp	\perp	1	╄	\perp	+	+	\perp												┡	\vdash				┡	╄	╄	+	+	4	_		L	+	+	4	_	_	_	L		1
17	1		Ш	_		$oxed{}$				╙	_	┸	┸	1	╙	┸	┸	\perp			1	-									╙					╙	╙	┸	┸	\perp	4			L	┸	4	4	_	_		$oxed{}$		10
18	\vdash	_	Ш	4		\vdash	1		\vdash	L	4	\perp	\perp	\perp	╄	\perp	+	1	\perp	\vdash	\vdash	1	\vdash	1	\vdash	Ш	ш			_	\vdash	\vdash	_	\vdash	\vdash	\vdash	\perp	\perp	\perp	+	4	_	_	1	1	4	4	4	_		\vdash	_	10
19		_	Ш	_		L	1		-	\vdash	\perp	1	\perp	1	\perp	\perp	+	+	\perp	\vdash	-	-		1	\vdash	\vdash					\vdash	-		-	\vdash	\vdash	\perp	\perp	\perp	+	4	_	L	₽	+	4	4	4	_	_	<u> </u>		10
20	\vdash	_	Ш	_	_	L	_		_	L	4	1		+	╄	+	+	1	\perp	_	_	\vdash				\vdash				_	\vdash	\vdash		_	_	\vdash	\perp	╄	+	+	4		L	1	1	1	_	4			\vdash	_	10
21			Ш	4		L	_	_	\vdash	L	\perp	1		1	\perp	\perp	+	1	\vdash	\vdash	\vdash	\vdash	\vdash	\vdash		\vdash	\vdash				1	1	_	\vdash	\vdash	\vdash	\perp	\perp	\perp	+	4	_	_	\perp	+	1	1	4	_		L	_	10
22			Ш	4		L				╙	\perp	1	\perp	\perp	╄	\perp	\perp	1	\perp			\perp									╙	╙				╙	╄	╄	\perp	1	4			L	+	\perp	4	4	_		L	1	10
23			Ш	_						╙	┸	┸	┸	\perp	╙	┸	┸	\perp													╙					╙	╙	┸	\perp	\perp	4			L	1	4	4	_	_				1
24																	\perp																							\perp	\perp												1
	N	Hou Minu	ite				- 0	9	+	1			3			15			19			20 30 99																								-							
	F	Acti	on			_	9	9			ı		3						3			99																	_														
Day P	lan	Ta	ble	2				1		2	2		3			4			5			6			7			8			9			10)		11	Į		1	2			1	3			14			15	5	16
		Ηοι				I			Т		7	I	19																										Т							\Box							
		Λinι				4			4		5	4	30							_						_										╙			┸				L			4				╙			
	A	Acti	on				9	9		3	3		99	9																																							
Day P		Ta Hot		3		_		1		2		Ţ	21			4			5			6			7			8			9			10)		11	l	T	1	2			1	3	1		14			15	5	16
		/lint			_	+	_	_	+		5	+	1	_	\vdash		_			\dashv	_	_	\dashv			\dashv			\dashv	\vdash			\vdash	_		\vdash		_	+	_	_	-	\vdash	_	_	+	_	_	_	\vdash	_		
		Acti				+	g	9	+		3	+	99	•	\vdash					\dashv						\dashv			\dashv				\vdash			+			+				\vdash			+				+			
															_																												_										
Day P				4		_		1	1	2	2	\perp	3	i		4			5			6			7			8			9			10)	L	11	l	\perp	1	2		L	1	3	4		14		L	15	5	16
		Hou				+			+			+			\vdash			-		-			_			4			_	\vdash			\vdash			\vdash			+				\vdash			4				\vdash			
		Aini				+			+			+			\vdash			-		-			-			\dashv			\dashv	\vdash			\vdash			\vdash			+			_	\vdash			+				\vdash			-
	F	Acti	on																																																		
ay P	lan	Ta	ble	5		_[1		_ 2	2		3		L	4			5			6			7			8		L	9		L	10			11			_1	2			1	3			14			15	5	16
		Ηοι	ır																																				I														
		Λinι				T			J			Т			Γ											╗										Γ				_			Г	_		T				Γ			
	I	Acti	on			1			T			Τ																											Τ							1							
ay P	lan	Ta	ble	6		Γ		1		2	2	1	3	i	l	4			5			6	_		7	-		8			9			10)		11	l		1	2			1	3	1		14			15	5	16
		Ηοι	ır						T			T																											I							\Box							
		Λinι													L																					L							L							L			
	I	Acti	on		_			_		_	_	Γ	_				_		_		_	_			_			_						_	_					_	_			_	_		_	_	_				
ay P	lan	Ta	ble	7		Γ	_	1		2	2	T	3	i		4			5			6			7	1		8			9			10)		11	l		1	2			1	3	1		14			15	5	16
		Ha			_	_			_						_															_									_				1			-							

Station: 30 - Qu	ebec &	Colleg	iate Dr	(Stan	dard Fi	le)										
Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																
Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	-		<u> </u>	<u> </u>		Ů	,	Ü		10			10		10	- 10
Minute																
Action																
Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	19		-	-			-							
Minute		45	30													
Action	99	3	99													
Day Plan Table 11	T 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1		-	-		·				10		12	10		13	10
Minute																
Action																
Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1	- 4	3	-	3	U	'	- 0	, ,	10	11	14	13	1.4	13	10
Minute																\vdash
Action																
Day Plan Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1		3	4	3	0		0	9	10	- 11	12	13	14	15	10
Minute																
Action																
D Dl T.bl. 14				T 4				0	9	10	11	12	12	14	1.5	16
Day Plan Table 14 Hour	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minute																
Action																
Day Plan Table 15	1	2	3	4	5	-	7	0	9	10	11	12	12	1.4	15	16
Hour	1		3	4	3	6		8	9	10	11	12	13	14	15	16
Minute																
Action																
Day Dlan Table 16		2	3	4	5	-	7	8	9	10	11	12	13	14	15	16
Day Plan Table 16 Hour	1		3	4	3	6	/	0	,	10	11	12	13	14	13	10
Minute																
Action																
Day Dlan Table 17	1	1	2	4	- F	-	7	0	9	10	11	12	12	14	15	14
Day Plan Table 17 Hour	1	2	3	4	5	6	/	8	9	10	11	12	13	14	15	16
Minute	+															
Action																
Day Plan Table 18	1	1	2	4	I =		7	0	9	10	11	12	12	14	15	14
Hour	1	2	3	4	5	6	/	8	9	10	11	12	13	14	15	16
Minute	+															\vdash
Action																
Day Dlan Table 10	1	1 2	2	1 4	I =	-	7	0	I 0	10	11	12	12	14	15	14
Day Plan Table 19 Hour	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minute	+	+	-	+												\vdash
Action	+															\vdash
	1															
D DI # 11.00		-						1 ^		1 40						
Day Plan Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour Minute	+	-	-	-		-	-									\vdash
Action	+															\vdash

TB Coor, Action Table [4.5]

IB Coor,	Action i	able [4.5)									
Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	26				0	0						
27	27				0	0						
28	28				0	0						
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99	254				0	0						
100	255				0	0						1

Station: 30 - Quebec & Collegiate Dr (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 1, > Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON									0	0
2		ON			ON									0	0
3		ON			ON									0	0
4		ON			ON									0	0
5		ON			ON									0	0
6		ON			ON									0	0
7		ON			ON									0	0
8		ON			ON									0	0

Alternate Phase Program 2, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON									0	0
2		ON			ON									0	0
3		ON			ON									0	0
4		ON			ON									0	0
5		ON			ON									0	0
6		ON			ON									0	0
7		ON			ON									0	0
8		ON			ON									0	0

Alternate Phase Program 3, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON									0	0
2		ON			ON									0	0
3		ON			ON									0	0
4		ON			ON									0	0
5		ON			ON									0	0
6		ON			ON									0	0
7		ON			ON									0	0
8		ON			ON									0	0

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Ca	II Pł	nase	s<	From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	(Call F	Phase	es	From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Station: 30 - Quebec & Collegiate Dr (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	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
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 Cnt	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
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM															
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 2, Vehicle Parameters [5.5.1]

ciccio. / lice																
Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	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
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 Cnt	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
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM															
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

User Input map [1.8.9.1]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Pin 1	2	16	8	22	3	17	9	23
Pin 2	6	20	12	26	198	199	196	189
Pin 3	15	1	21	7	27	13	28	14
Pin 4	189	189	189	189	4	18	10	24
Pin 5	130	134	132	136	200	201	202	203
Pin 6	189	5	19	11	25	178	208	207
Pin 7	192	193	194	195	196	197	189	189
Pin 8	189	189	189	189	189	189	189	189

User Output map [1.8.9.2]

1 1 1								
	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Pin 1	14	62	4	28	52	3	27	51
Pin 2	13	61	2	26	50	1	25	49
Pin 3	16	64	8	32	56	7	31	55
Pin 4	15	63	6	30	54	5	29	53
Pin 5	37	39	38	40	42	41	115	114
Pin 6	18	66	12	36	60	11	35	59
Pin 7	17	65	10	34	58	9	33	57
Pin 8	115	115	115	115	115	115	115	115

Station : 71 - Quebec & Timberline/Trailhead (Standard File)

Phase [1.1.1]

	φ1 (SL)	φ2 (NT)	ф3	φ4 (ET)	φ5 (NL)	φ6 (ST)	ф7	φ8 (WT)	ф9	ф10	ф11	ф12	ф13	ф14	ф15	ф16
Walk	0	5	0	5	0	5	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	15	0	30	0	15	0	0	0	0	0	0	0	0	0	0
Min Green	5	25	0	5	5	25	0	5	0	0	0	0	0	0	0	0
Gap Ext	1.5	5	0	2	1.5	5	0	2	0	0	0	0	0	0	0	0
Max1	15	50	0	30	15	50	0	30	0	0	0	0	0	0	0	0
Max2	15	25	0	15	15	25	0	15	0	0	0	0	0	0	0	0
Yellow Clr	3	4.5	0	3	3	4.5	0	3	3	3	3	3	3	3	3	3
Red Clr	1	1.5	0	2	1	1.5	0	2	2	2	2	2	2	2	2	2
Red Revert	5	5	0	5	5	5	0	5	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	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																

Phase Option [1.1.2]

	φ1	φ2	ф3	ф4	ф5	ф6	ф7	ф8	ф9	ф10	ф11	ф12	ф13	φ14	ф15	ф16
	(SL)	(NT)		(ET)	(NL)	(ST)		(WT)								
Enable	ON	ON		ON	ON	ON		ON								
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

	φ1	φ2	ф3	ф4	ф5	ф6	ф7	ф8	φ9	ф10	ф11	φ12	ф13	ф14	ф15	ф16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time																
Omit Yel																
Ped Out																
Start Yel																
Inhibit P1		ON														
Inhibit P2																
Inhibit P3																
Inhibit P4																
Inhibit P5						ON										
Inhibit P6																
Inhibit P7																
Inhibit P8																
Call Phs1																
Call Phs2																
Redirect P Calls From 1																
Redirect P Calls To 1																
Redirect P Calls From 2																
Redirect P Calls To 2																
Redirect P Calls From 3																
Redirect P Calls To 3																
Redirect P Calls From 4																
Redirect P Calls To 4																

Prepared By / D	ate	

Station : 71 - Quebec & Timberline/Trailhead (Standard File)

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	PR
Ring 1	1	2	3	4	10	10	1,	10
Ring 2	5	6	7	8				
Ring 3	3	0	/	0				
Ring 4								

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout		Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	5	RST	OFF	OFF		ON	6	STD8	OFF	4PH	OFF	1	OFF	OFF	

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
	60		

Detector, Vehicle Parameters 1-16 [5.1]

				[- 1											
Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON	ON	ON
Added Initial																
Call	ON	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON	ON	ON	ON
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	7.5	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

, -																
Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Yellow Lock																
Red Lock																
Extend	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON				
Added Initial																
Call	ON	ON		ON	ON	ON	ON	ON		ON	ON	ON				
Call Phase	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0

Detector, Ped Detectors 1-16 [5.4]

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

Station: 71 - Quebec & Timberline/Trailhead (Standard File)

Channels/SDLC, Assign to Phases [1.8.1]

	-,		<i>.</i>	_		L																		
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	VEH	VEH	VEH	VEH							
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK											
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

		<u> </u>	-																					
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	10	21	22	23	24
Flash Red																								
Flash Yellow																								
Flash Green																								
Inh Red Flash in Preempt																								
Color Flash Rate	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	I	nclude	d Phas	es			N	Jodife	Phase	es		Type	Green	Yellow	Red
Overlap 1												-GRYEL		3.5	1.5
Overlap 2												-GRYEL		3.5	1.5
Overlap 3												NORMAL		3.5	1.5
Overlap 4												NORMAL		3.5	1.5
Overlap 5												NORMAL		3.5	1.5
Overlap 6												NORMAL		3.5	1.5
Overlap 7												NORMAL		3.5	1.5
Overlap 8												NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap		Co	nflicti	ng Pha	ases			Con	flictin	g Over	rlaps			C	onflict	ing Pe	ds	
Overlap 1																		
Overlap 2																		
Overlap 3																		
Overlap 4																		
Overlap 5																		
Overlap 6																		
Overlap 7																		
Overlap 8																		

Overlap Program Parameters+ [1.5.2.3]

overlap Flog	I a I I I F	ararrie	LEIST	[1.3.4	2]											
#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Leading Green																
FYA MCE Disable																
FYA After Preempt																
FYA Skip Red																
PedCallClear																
FYA ImmedReturn																
FYARedB4Ped																
Transit Input	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Ext Overlap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FYAGapExt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station: 71 - Quebec & Timberline/Trailhead (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	OIV	OIV	OIV	OIV
Override Higher Preempt	ON	ON				
Flash in Dwell	ON	ON				
Link to Preempt	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	5	5	5	5
Min Green	0	0	5	5	5	5
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0
Min Dwell	0	0	0	0	0	0
Max Presence	0	0	120	120	120	120
Track Veh 1	0	0	0	0	0	
	0	0	0	0	0	0
Track Veh 2 Track Veh 3	0	0	0	0	0	0
	0	0	0	0	0	0
Track Veh 4		_				_
Dwell Cyc Veh 1	0	0	5	4	1	8
Dwell Cyc Veh 2	0	0	_	0	6	0
Dwell Cyc Veh 3	0	0	0	0	0	0
Dwell Cyc Veh 4	0	0	-	-		0
Dwell Cyc Veh 5	0	0	0	0	0	0
Dwell Cyc Veh 6	0	0	0	0	0	0
Dwell Cyc Veh 7	0	0	0	0	0	0
Dwell Cyc Veh 8	0	0	0	0	0	0
Dwell Cyc Veh 9	0	0	0	0	0	0
Dwell Cyc Veh 10	0	0	0	0	0	0
Dwell Cyc Veh 11	0	0	0	0	0	0
Dwell Cyc Veh 12	0	0	0	0	0	0
Dwell Cyc Ped1	0	0	0	0	0	0
Dwell Cyc Ped2	0	0	0	0	0	0
Dwell Cyc Ped3	0	0	0	0	0	0
Dwell Cyc Ped4	0	0	0	0	0	0
Dwell Cyc Ped5	0	0	0	0	0	0
Dwell Cyc Ped6	0	0	0	0	0	0
Dwell vPed7	0	0	0	0	0	0
Dwell Cyc Ped8	0	0	0	0	0	0
Exit 1	0	0	4	0	4	0
Exit 2	0	0	8	0	8	0
Exit 3	0	0	0	0	0	0
Exit 4	0	0	0	0	0	0

Preemption Times+[3.4]/Overlaps+[3.5]/Options+ [3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell	0	0	0	0	0	0
Pattern	0	0	0	0	0	0
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Track Over 5	0	0	0	0	0	0
Track Over 6	0	0	0	0	0	0
Track Over 7	0	0	0	0	0	0
Track Over 8	0	0	0	0	0	0
Track Over 9	0	0	0	0	0	0
Track Over 10	0	0	0	0	0	0
Track Over 11	0	0	0	0	0	0
Track Over 12	0	0	0	0	0	0
DwellCyc Over 1	0	0	0	0	0	0
DwellCyc Over 2	0	0	0	0	0	0
DwellCyc Over 3	0	0	0	0	0	0
DwellCyc Over 4	0	0	0	0	0	0
DwellCyc Over 5	0	0	0	0	0	0
DwellCyc Over 6	0	0	0	0	0	0
DwellCyc Over 7	0	0	0	0	0	0
DwellCyc Over 8	0	0	0	0	0	0
DwellCyc Over 9	0	0	0	0	0	0
DwellCyc Over 10	0	0	0	0	0	0
DwellCyc Over 11	0	0	0	0	0	0
DwellCyc Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Max	0	0	0	0	0	0

Preemption Adv Times[3.8]/Init Dwell [3.9]

Preempt	1	2	3	4	5	6
All Red B4 Preempt						
Reset Ext Dwell						
Reservice Preempt						
End Dwell						
DsblDwellCalls						
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Dynamic Exit Threshold	0	0	0	0	0	0
Initial Dwell Phase 1	0	0	0	0	0	0
Initial Dwell Phase 2	0	0	0	0	0	0
Initial Dwell Phase 3	0	0	0	0	0	0
Initial Dwell Phase 4	0	0	0	0	0	0
Ped 1	0	0	0	0	0	0
Ped 2	0	0	0	0	0	0
Ped 3	0	0	0	0	0	0
Ped 4	0	0	0	0	0	0
Initial Dwell Overlap 1	0	0	0	0	0	0
Initial Dwell Overlap 2	0	0	0	0	0	0
Initial Dwell Overlap 3	0	0	0	0	0	0
Initial Dwell Overlap 4	0	0	0	0	0	0
Initial Dwell Overlap 5	0	0	0	0	0	0
Initial Dwell Overlap 6	0	0	0	0	0	0
Initial Dwell Overlap 7	0	0	0	0	0	0
Initial Dwell Overlap 8	0	0	0	0	0	0
Initial Dwell Overlap 9	0	0	0	0	0	0
Initial Dwell Overlap 10	0	0	0	0	0	0
Initial Dwell Overlap 11	0	0	0	0	0	0
Initial Dwell Overlap 12	0	0	0	0	0	0
Initial Dwell Overlap 13	0	0	0	0	0	0
Initial Dwell Overlap 14	0	0	0	0	0	0
Initial Dwell Overlap 15	0	0	0	0	0	0

Initial Dwell Overlap 16 0 0 0 0 0 0

Coordination, Modes,+ [2.1]

Modes

Operational Correct Maximum Force-Off SHRT/LNG MAX INH FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	NO RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	135	140	120	150												
Offset Time	44	139	13	115												
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern 17-32 [2.4]

	,															
Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern+ 1-8 [2.5]

Pattern	1	2	3	4	5	6	7	8
Short	10	10	10	10	10	10	10	10
Long	34	34	34	34	34	34	34	34
Dwell								
No Short P 1	5							
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Station: 71 - Quebec & Timberline/Trailhead (Standard File)

Coordination, Pattern+ 9-16 [2.5]

Pattern	9	10	11	12	13	14	15	16
Short	10	10	10	10	10	10	10	10
Long	34	34	34	34	34	34	34	34
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Coordination, Pattern+ 17 - 24 [2.5]

Pattern	17	18	19	20	21	22	23	24
Short	10	10	10	10	10	10	10	10
Long	34	34	34	34	34	34	34	34
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Station: 71 - Quebec & Timberline/Trailhead (Standard File)

C	oor	nib	ation,	Splits	s [2.7.1]
					_	

2 U m 11		7 [2.7.1						_		- 10						
Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	80		40	12	83		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														
Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	70		43	12	85		43								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														
Split Table 3	Г 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	55	3	40	13	67	,	40	,	10	- 11	12	13	14	13	10
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	IVOIV	ON	NOIN	IVOIV	NOIN	WIAA	NOIN	NON	IVOIV	NON	NON	NOIN	NON	NON	NON	NON
Coord I hase		OIT							1							
Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	95		40	15	95		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														
Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	1	-		-	,	- 0	<u> </u>		,	10	- 11	1.2	13		13	10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	1,011	1.011	1,51,	1.011	1.51	1,51	1.011	1.011	1.011	1.011	1.011	1.51	1.51	1.51	1.011	
	_												,			
Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		_	-		_			,								
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
C 11. 75 11 0										10			- 12			1.46
Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Fliase																
Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	<u> </u>			•	-		,			10			10		10	10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	1.011	2.011	2.511	2.011	1.511	2.511	2.011	2.511	2.011	1.511	1.011	2.511	2.21	2.511	1.011	1.511
	_															
Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	1	_		<u> </u>			<u> </u>	L ~		1		_ 				1
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase				İ	İ		İ	İ				İ		İ	İ	

Station : 71 - Quebec & Timberline/Trailhead (Standard File)

Station : 71 - Q																
Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time				-			· ·	, ,		10			10		- 10	-10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	-				-					10	- 11	12	10	11	10	10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	HOIN	HON	HOIN	HON	HOIN	HOIN	HOIN	HOIN	TYON	HON	HON	HOIN	HOIN	NOIN	11011	HOIN
Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		_														
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
			_			_										
Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
	1 NON	NON	3 NON	4 NON	5 NON	6 NON	7 NON	8 NON	9 NON	10 NON	11 NON	NON	NON	14 NON	15 NON	16 NON
Time Mode																
Time Mode																
Time Mode Coord Phase Split Table 20 Time	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON 13	NON 14	NON 15	NON 16
Time Mode Coord Phase Split Table 20 Time Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Time Mode Coord Phase Split Table 20 Time	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON 13	NON 14	NON 15	NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase	NON 1 NON	NON 2 NON	NON 3	NON 4	NON 5	NON 6	NON 7 NON	NON 8	NON 9	NON 10 NON	NON 11 NON	NON 12 NON	NON 13 NON	NON 14 NON	NON 15 NON	NON 16 NON
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON 13	NON 14	NON 15	NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase	NON 1 NON	NON 2 NON	NON 3	NON 4	NON 5	NON 6	NON 7 NON	NON 8	NON 9	NON 10 NON	NON 11 NON	NON 12 NON	NON 13 NON	NON 14 NON	NON 15 NON	NON 16 NON
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time	NON 1	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10 NON 10	NON 11 NON	NON 12 NON 12	NON 13 NON	NON 14 NON	NON 15 NON 15	NON 16 NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode	NON 1	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10 NON 10	NON 11 NON	NON 12 NON 12	NON 13 NON	NON 14 NON	NON 15 NON 15	NON 16 NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 21 Split Table 21 Split Table 21 Split Table 22	NON 1	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10 NON 10	NON 11 NON	NON 12 NON 12	NON 13 NON	NON 14 NON	NON 15 NON 15	NON 16 NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time	NON 1 NON 1	NON 2 NON NON 2	NON 3 NON NON 3	NON 4 NON 4	NON 5 NON 5	NON 6 NON 6 NON	7 NON 7 NON 7	NON 8 NON NON	NON 9 NON NON 9	NON 10 NON 10 10	NON 11 NON 11 11	NON 12 NON 12 12 12	NON 13 NON 13 13	NON 14 NON 14	NON 15 NON 15	NON 16 NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Split Table 22 Time Mode Coord Phase	NON 1 NON NON	NON 2 NON NON	NON 3 NON NON	NON 4 NON NON	NON 5 NON NON	NON 6 NON NON	NON 7 NON NON	NON 8 NON NON	NON 9 NON NON	NON 10 NON NON	NON 11 NON 11 NON	NON 12 NON 12 NON	NON 13 NON NON	NON 14 NON 14 NON	NON 15 NON 15 NON	NON 16 NON NON
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time	NON 1 NON 1 1	NON 2 NON NON 2	NON 3 NON NON 3	NON 4 NON 4	NON 5 NON 5	NON 6 NON 6 NON	7 NON 7 NON 7	NON 8 NON NON	NON 9 NON NON 9	NON 10 NON 10 10	NON 11 NON 11 11	NON 12 NON 12 12 12	NON 13 NON 13 13	NON 14 NON 14	NON 15 NON 15	NON 16 NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase	NON 1 NON 1 NON NON	NON 2 NON NON 2 NON	NON 3 NON NON 3 NON	NON 4 NON NON 4 NON	NON 5 NON NON 5 NON	NON 6 NON 6 NON	NON 7 NON 7 NON NON	NON 8 NON 8 NON	NON 9 NON NON 9 NON	10 NON 10 NON 10 NON	NON 11 NON 11 NON 11 NON	NON 12 NON 12 NON 12 NON	13 NON 13 NON 13 NON	NON 14 NON 14 NON 14 NON	15 NON	NON 16 NON 16 NON
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Split Table 22 Split Table 22 Split Table 22 Split Table 23	NON 1 NON 1 1	NON 2 NON NON 2	NON 3 NON NON 3	NON 4 NON 4	NON 5 NON 5	NON 6 NON 6 NON	7 NON 7 NON 7	NON 8 NON NON	NON 9 NON NON 9	NON 10 NON 10 10	NON 11 NON 11 11	NON 12 NON 12 12 12	NON 13 NON 13 13	NON 14 NON 14	NON 15 NON 15	NON 16 NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase	NON 1 NON 1 NON NON	NON 2 NON NON 2 NON	NON 3 NON NON 3 NON	NON 4 NON NON 4 NON	NON 5 NON NON 5 NON	NON 6 NON 6 NON	NON 7 NON 7 NON NON	NON 8 NON 8 NON	NON 9 NON NON 9 NON	10 NON 10 NON 10 NON	NON 11 NON 11 NON 11 NON	NON 12 NON 12 NON 12 NON	13 NON 13 NON 13 NON	NON 14 NON 14 NON 14 NON	15 NON	NON 16 NON 16 NON
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Time	NON 1 NON 1 NON NON 1 NON	NON 2 NON NON 2 NON NON 2 NON	NON 3 NON NON 3 NON 3 NON	NON	S	NON 6 NON NON 6 6	7 NON 7 NON 7 NON 7	NON 8 NON 8 NON NON 8 NON	NON 9 NON NON 9 NON 9 NON	NON 10 NON 10 NON 10 NON 10	NON 11 NO	NON 12 NON 12 NON 12 12 12 12	NON 13 NON 13 NON 13 NON	NON 14 NON 14 NON 14 NON 14	15 NON	NON 16 NON 16 NON 16 NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase	NON 1 NON 1 NON NON 1 NON	NON 2 NON NON 2 NON NON 2 NON	NON 3 NON NON 3 NON 3 NON	NON	S	NON 6 NON NON 6 6	7 NON 7 NON 7 NON 7	NON 8 NON 8 NON NON 8 NON	NON 9 NON NON 9 NON 9 NON	NON 10 NON 10 NON 10 NON 10	NON 11 NO	NON 12 NON 12 NON 12 12 12 12	NON 13 NON 13 NON 13 NON	NON 14 NON 14 NON 14 NON 14	15 NON	NON 16 NON 16 NON 16 NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase	NON 1 NON 1 NON NON 1 NON	NON 2 NON NON 2 NON NON 2 NON	NON 3 NON NON 3 NON 3 NON	NON	S	NON 6 NON NON 6 6	7 NON 7 NON 7 NON 7	NON 8 NON 8 NON NON 8 NON	NON 9 NON NON 9 NON 9 NON	NON 10 NON 10 NON 10 NON 10	NON 11 NO	NON 12 NON 12 NON 12 12 12 12	NON 13 NON 13 NON 13 NON	NON 14 NON 14 NON 14 NON 14	15 NON	NON 16 NON 16 NON 16 NON 16
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase	1	NON 2 NON NON 2 NON NON 2 NON 2 NON	NON 3 NON NON 3 NON NON 3 NON	NON	5	6	7 NON 7 NON 7 NON 7 NON 7 NON 7	NON 8 NON 8 NON NON 8 NON	NON 9 NON NON 9 NON NON 9 NON	10 NON 10 NON 10 NON 10 NON 10 10	11 NON 11	NON 12 NON 12 NON 12 NON 12 12 NON 12 12 NON 12 12 NON 12 12 NON 12 12 NON 12 12 NON 12 12 NON 12 12 NON 12 12 NON 12 12 NON 12	13 NON 13 NON 13 NON 13 NON 13	NON 14 NON 14 NON 14 NON 14 NON	15 NON 15 NON 15 NON 15 NON 15 15	NON 16 NO
Time Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase	NON 1 NON 1 NON 1 NON 1 NON	NON 2 NON 2 NON NON 2 NON NON	NON 3 NON NON 3 NON NON	NON 4 NON NON 4 NON NON	NON 5 NON 5 NON 5 NON 5 NON	NON 6 NON 6 NON 6 NON 6 NON	7 NON 7 NON 7 NON NON	NON 8 NON 8 NON NON	NON 9 NON NON 9 NON NON	10 10 NON 10 NON 10 NON 10 NON	11 NON 11 NON 11 NON NON NON NON NON NON	12 NON 12 NON 12 NON 12 NON 12 NON	13 NON 13 NON 13 NON 13 NON	NON 14 NON 14 NON 14 NON	15 NON 15 NON 15 NON 15 NON	16 NON 16 NON 16 NON NON NON NON NON NON NON NON NON NO

Station : 71 - Quebec & Timberline/Trailhead (Standard File)

Station : 71 - 9	Quebec															
Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
C L. T L.L. 26		_			-					10		12	12	14	1.5	16
Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	21021	21021	11011	11011	11011	21021	21021	21021	21021	21021	11011	11011	21021	21021	21021	21021
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
C 11. TE 11. 40										10			- 42			1.
Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
C 1 DI																
Coord Phase																
Coord Phase																
Coord Phase Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Split Table 29	1 NON	2 NON	3 NON	4 NON	5 NON	6 NON	7 NON	8 NON	9 NON	10 NON	11 NON	12 NON	13 NON	14 NON	15 NON	16 NON
Split Table 29 Time																
Split Table 29 Time Mode																
Split Table 29 Time Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 29 Time Mode Coord Phase																
Split Table 29 Time Mode Coord Phase Split Table 30 Time	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON 13	NON 14	NON 15	NON 16
Split Table 29 Time Mode Coord Phase Split Table 30 Time Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 29 Time Mode Coord Phase Split Table 30 Time	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON 13	NON 14	NON 15	NON 16
Split Table 29 Time Mode Coord Phase Split Table 30 Time Mode	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON 13	NON 14	NON 15	NON 16
Split Table 29 Time Mode Coord Phase Split Table 30 Time Mode Coord Phase	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON 13	NON 14	NON 15 NON	NON 16
Split Table 29 Time Mode Coord Phase Split Table 30 Time Mode	NON NON	NON 2 NON	NON 3	NON 4	NON 5	NON 6	NON 7 NON	NON 8	NON 9	NON 10 NON	NON 11 NON	NON 12 NON	NON 13 NON	NON 14 NON	NON 15	NON 16 NON
Split Table 29 Time Mode Coord Phase Split Table 30 Time Mode Coord Phase Split Table 31	NON NON	NON 2 NON	NON 3	NON 4	NON 5	NON 6	NON 7 NON	NON 8	NON 9	NON 10 NON	NON 11 NON 11	NON 12 NON	NON 13 NON	NON 14 NON	NON 15 NON	NON 16 NON
Split Table 29 Time Mode Coord Phase Split Table 30 Time Mode Coord Phase Split Table 31 Time	NON 1	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9 NON	NON 10 NON 10	NON 11 NON	NON 12 NON 12	NON 13 NON	NON 14 NON 14	NON 15 NON 15	NON 16 NON 16
Split Table 29 Time Mode Coord Phase Split Table 30 Time Mode Coord Phase Split Table 31 Time Mode Mode	NON 1	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9 NON	NON 10 NON 10	NON 11 NON 11	NON 12 NON 12	NON 13 NON	NON 14 NON 14	NON 15 NON 15	NON 16 NON 16
Split Table 29 Time Mode Coord Phase Split Table 30 Time Mode Coord Phase Split Table 31 Time Mode Coord Phase	NON 1 NON NON	NON 2 NON NON	NON 3 NON NON	NON 4 NON NON	NON 5 NON NON	NON 6 NON NON	NON 7 NON NON	NON 8 NON	NON 9 NON NON	NON 10 NON NON	NON 11 NON NON	NON 12 NON NON	NON 13 NON 13	NON 14 NON NON	NON 15 NON NON	NON 16 NON 16 NON
Split Table 29 Time Mode Coord Phase Split Table 30 Time Mode Coord Phase Split Table 31 Time Mode Coord Phase Split Table 31 Time Split Table 31 Time Mode Coord Phase	NON 1	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9 NON	NON 10 NON 10	NON 11 NON 11	NON 12 NON 12	NON 13 NON	NON 14 NON 14	NON 15 NON 15	NON 16 NON 16
Split Table 29 Time Mode Coord Phase Split Table 30 Time Mode Coord Phase Split Table 31 Time Mode Coord Phase Split Table 32 Time	NON 1 NON NON 1 NON	NON 2 NON NON 2	NON 3 NON NON 3	NON 4 NON NON 4 A NON	NON 5 NON 5	NON 6 NON 6 NON	NON 7 NON 7	NON 8 NON NON	NON 9 NON 9 NON	10 NON NON 10	NON 11 NON 11 11	NON 12 NON 12 12 12	NON 13 NON 13 13	NON 14 NON 14 14	NON 15 NON 15 15	NON 16 NON 16
Split Table 29 Time Mode Coord Phase Split Table 30 Time Mode Coord Phase Split Table 31 Time Mode Coord Phase Split Table 31 Time Split Table 31 Time Mode Coord Phase	NON 1 NON NON	NON 2 NON NON	NON 3 NON NON	NON 4 NON NON	NON 5 NON NON	NON 6 NON NON	NON 7 NON NON	NON 8 NON NON	NON 9 NON NON	NON 10 NON NON	NON 11 NON NON	NON 12 NON NON	NON 13 NON 13	NON 14 NON NON	NON 15 NON NON	NON 16 NON 16 NON

Station: 71 - Quebec & Timberline/Trailhead (Standard File)

TB Coor, Advanced Scheduler [4.3]

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24			†	†	†	T	\top	\top			П	Т		1		\top	\top	\neg				Т			†		\top	\top	\neg	\neg				\top	\top	\top	\top	\top	\neg	\neg				Т	†	\neg	\neg			\top	\top	\neg	\neg		Г		1
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	A	Acti	ion					99		П	1		Т	3		П	2	2	Т		3			99		Т			Т							Т			П				П							Т				П			
ay Pl	lan	Ta	ıble	2		ı		1		Ι	2		1	3		Т	4	1	-		5			6		1	7		_		8	_		9		1	1	0	_		11		1	12	2	1		13		_		14		1	1:	5	10
		Но	ur							Т	7		T	19)	T			1							T										1										┪				1							
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ay Pl	lan	Ta	ıble	3				1			2			3		Т	4	1	П		5			6			7		T		8			9		Т	1	0			11			12	2			13	,	Т		14			1:	5	10
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ay P	lan	Ta	ıble	4		ı		1			2		T	3		Т	4	1	T		5			6			7				8			9			1	0			11			12	2	П		13	,	T		14			1:	5	10
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ay P	lan	Тя	hla	. 5		- 1		1		Т	2		Т	3		Т	4	1	Т		5			6		Т	7		Т		8			9		Т	1	0	Т		11		П	12	2			13	_	Т		14		Т	1:	5	10
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Station: 71 - Qu	ebec &	Timbe	rline/T	railhea	d (Star	ndard Fi	ile)									
Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																
Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																
										10						
Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour Minute		7 45	21 45	23												
Action	99	3	43	99												
rector																
Day Dlan Table 11	1	2	3	4	5	-	7	8	9	10	11	12	13	14	15	16
Day Plan Table 11 Hour	1		3	-	3	6	,		,	10	11	12	13	14	15	10
Minute																
Action																
Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1					-		- 0		10	1.1	1.4	13	17	13	10
Minute	+															
Action																
Day Plan Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1			-		-	,	- 0		10	- 11	12	13	14	13	10
Minute																
Action																
Day Plan Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1		3	7	3	0	,	0	,	10	11	12	13	17	13	10
Minute																
Action																
Day Plan Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1			<u> </u>		<u> </u>	<u>'</u>	-		10		12	10	11	13	10
Minute																
Action																
Day Plan Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																
Day Plan Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																
Day Plan Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																
Day Plan Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																
Day Plan Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1				-			-								
Minute Action	+				-			-								
Action																

Station: 71 - Quebec & Timberline/Trailhead (Standard File)

TB Coor, Action Table [4.5]

12 00017	Action	able [4.5	']									
Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14 15				0	0						
15					0	0						
16 17	16 17					0						
18	18				0	0						
19	19											
20	20				0	0						
21	21				0	0						——
22	22				0	0						
23	23				0	0						——
23	23				0	0						<u> </u>
25	25				0	0						
26	26				0	0						——
27	27				0	0						
28	28				0	0						
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99	254				0	0						
100	255				0	0						1

Station: 71 - Quebec & Timberline/Trailhead (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 1, > Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON									0	0
2		ON			ON									0	0
3		ON			ON									0	0
4		ON			ON									0	0
5		ON			ON									0	0
6		ON			ON									0	0
7		ON			ON									0	0
8		ON			ON									0	0

Alternate Phase Program 2, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON									0	0
2		ON			ON									0	0
3		ON			ON									0	0
4		ON			ON									0	0
5		ON			ON									0	0
6		ON			ON									0	0
7		ON			ON									0	0
8		ON			ON									0	0

Alternate Phase Program 3, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON									0	0
2		ON			ON									0	0
3		ON			ON									0	0
4		ON			ON									0	0
5		ON			ON									0	0
6		ON			ON									0	0
7		ON			ON									0	0
8		ON			ON									0	0

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Ca	II PI	nase	s<	From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	(Call F	Phase	es	From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 71 - Quebec & Timberline/Trailhead (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	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
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 Cnt	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
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 2, Vehicle Parameters [5.5.1]

ciccio. / lice																
Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	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
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 Cnt	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
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

User Input map [1.8.9.1]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Pin 1	2	16	8	22	3	17	9	23
Pin 2	6	20	12	26	198	199	196	189
Pin 3	15	1	21	7	27	13	28	14
Pin 4	189	189	189	189	4	18	10	24
Pin 5	130	134	132	136	200	201	202	203
Pin 6	189	5	19	11	25	178	208	207
Pin 7	192	193	194	195	196	197	189	189
Pin 8	189	189	189	189	189	189	189	189

User Output map [1.8.9.2]

1 2	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Pin 1	14	62	4	28	52	3	27	51
Pin 2	13	61	2	26	50	1	25	49
Pin 3	16	64	8	32	56	7	31	55
Pin 4	15	63	6	30	54	5	29	53
Pin 5	37	39	38	40	42	41	115	114
Pin 6	18	66	12	36	60	11	35	59
Pin 7	17	65	10	34	58	9	33	57
Pin 8	115	115	115	115	115	115	115	115



Appendix D Existing Level of Service Reports

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	, j	f)		, j	†	7	*	↑ ↑		ř	ተ ተጉ	
Traffic Volume (vph)	21	10	8	101	12	137	3	1431	94	82	661	6
Future Volume (vph)	21	10	8	101	12	137	3	1431	94	82	661	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	370		0	235		0	305		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.932				0.850		0.991			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1736	0	1770	1863	1583	1770	3507	0	1770	5080	0
Flt Permitted	0.748			0.743			0.318			0.091		
Satd. Flow (perm)	1393	1736	0	1384	1863	1583	592	3507	0	170	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				167		9			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2804			191			257			979	
Travel Time (s)		63.7			4.3			5.8			22.3	
Peak Hour Factor	0.81	0.81	0.81	0.82	0.82	0.82	0.94	0.94	0.94	0.86	0.86	0.86
Adj. Flow (vph)	26	12	10	123	15	167	3	1522	100	95	769	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	22	0	123	15	167	3	1622	0	95	776	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Minimum Split (s)	37.0	37.0		10.0	10.0	10.0	9.0	31.0		9.0	31.0	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	15.0	50.0		15.0	50.0	
Total Split (%)	31.6%	31.6%		31.6%	31.6%	31.6%	15.8%	52.6%		15.8%	52.6%	
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	11.0	44.0		11.0	44.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	6.0		4.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Walk Time (s)	5.0	5.0						5.0			5.0	
Flash Dont Walk (s)	27.0	27.0						11.5			11.5	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	25.0	25.0		25.0	25.0	25.0	57.0	44.0		57.0	44.0	
Actuated g/C Ratio	0.26	0.26		0.26	0.26	0.26	0.60	0.46		0.60	0.46	
v/c Ratio	0.07	0.05		0.34	0.03	0.31	0.01	1.00		0.33	0.33	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	27.0	18.7		31.5	26.3	6.2	6.3	47.6		6.6	16.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.0	18.7		31.5	26.3	6.2	6.3	47.6		6.6	16.7	
LOS	С	В		С	С	Α	Α	D		Α	В	
Approach Delay		23.2			17.4			47.5			15.6	
Approach LOS		С			В			D			В	
Queue Length 50th (ft)	12	5		60	7	0	1	493		13	143	
Queue Length 95th (ft)	29	21		100	20	36	4	#675		20	164	
Internal Link Dist (ft)		2724			111			177			899	
Turn Bay Length (ft)	500			370			235			305		
Base Capacity (vph)	366	464		364	490	539	491	1629		287	2353	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.07	0.05		0.34	0.03	0.31	0.01	1.00		0.33	0.33	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 45 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

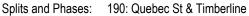
Natural Cycle: 90 Control Type: Pretimed Maximum v/c Ratio: 1.00

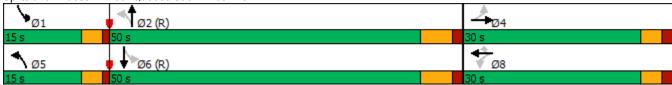
Intersection Signal Delay: 34.1 Intersection LOS: C
Intersection Capacity Utilization 71.9% ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.





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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7	ሻ	^	11	
Traffic Volume (vph)	103	105	122	1456	656	96
Future Volume (vph)	103	105	122	1456	656	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	0	320	1300	1000	0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			U
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Frt	1.00	0.850	1.00	0.31	0.981	0.31
Flt Protected	0.950	0.000	0.950		0.301	
Satd. Flow (prot)	1770	1583	1770	5085	4989	0
Flt Permitted	0.950	1505	0.242	3000	4303	U
		1500	451	EU0E	4989	0
Satd. Flow (perm)	1770	1583 Vac	451	5085	4909	0
Right Turn on Red		Yes			20	Yes
Satd. Flow (RTOR)	- 00	223		- 00	38	
Link Speed (mph)	30			30	30	
Link Distance (ft)	245			979	2909	
Travel Time (s)	5.6			22.3	66.1	
Peak Hour Factor	0.47	0.47	0.93	0.93	0.83	0.83
Adj. Flow (vph)	219	223	131	1566	790	116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	219	223	131	1566	906	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	•
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Turn Type	Prot	Perm	pm+pt	NA	NA	00
Protected Phases	4	i Giiii	рит - рг	2	6	
Permitted Phases	-	4	2		U	
	34.0	34.0	9.0	31.0	31.0	
Minimum Split (s)	30.0	30.0	15.0	65.0	50.0	
Total Split (s)						
Total Split (%)	31.6%	31.6%	15.8%	68.4%	52.6%	
Maximum Green (s)	25.0	25.0	11.0	59.0	44.0	
Yellow Time (s)	3.0	3.0	3.0	4.5	4.5	
All-Red Time (s)	2.0	2.0	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	4.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Walk Time (s)	5.0	5.0			5.0	
Flash Dont Walk (s)	24.0	24.0			11.5	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	25.0	25.0	61.0	59.0	44.0	
Actuated g/C Ratio	0.26	0.26	0.64	0.62	0.46	
v/c Ratio	0.47	0.38	0.30	0.50	0.39	
v/c Italio	0.47	0.50	0.50	0.50	0.03	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	33.4	6.1	3.3	6.6	16.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.4	6.1	3.3	6.6	16.5	
LOS	С	Α	Α	Α	В	
Approach Delay	19.6			6.3	16.5	
Approach LOS	В			Α	В	
Queue Length 50th (ft)	111	0	17	169	120	
Queue Length 95th (ft)	85	0	m17	m160	137	
Internal Link Dist (ft)	165			899	2829	
Turn Bay Length (ft)	90		320			
Base Capacity (vph)	465	580	442	3158	2331	
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	0.47	0.38	0.30	0.50	0.39	
Intersection Summary						
Area Type:	Other					
Cycle Length: 95						
Actuated Cycle Length: 95						
Offset: 0 (0%), Referenced	to phase 2:N	NBTL and	6:SBT,	Start of Gr	reen	
Natural Cycle: 75						
Control Type: Pretimed						
Maximum v/c Ratio: 0.50						
Intersection Signal Delay: 1					tersection	
Intersection Capacity Utiliza	tion 45.8%			IC	U Level c	f Service A

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

Analysis Period (min) 15



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	₽		7	†	7	Ţ	∱ î≽		Ţ	ተተኈ	
Traffic Volume (vph)	16	5	8	140	7	126	12	1108	99	131	1277	12
Future Volume (vph)	16	5	8	140	7	126	12	1108	99	131	1277	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	370		0	235		0	305		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Frt		0.908				0.850		0.988			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1691	0	1770	1863	1583	1770	3497	0	1770	5080	0
Flt Permitted	0.752			0.746			0.105			0.106		
Satd. Flow (perm)	1401	1691	0	1390	1863	1583	196	3497	0	197	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				170		13			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2804			191			257			979	
Travel Time (s)		63.7			4.3			5.8			22.3	
Peak Hour Factor	0.75	0.75	0.75	0.74	0.74	0.74	0.97	0.97	0.97	0.87	0.87	0.87
Adj. Flow (vph)	21	7	11	189	9	170	12	1142	102	151	1468	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	18	0	189	9	170	12	1244	0	151	1482	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Minimum Split (s)	37.0	37.0		10.0	10.0	10.0	9.0	31.0		9.5	31.0	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	15.0	50.0		15.0	50.0	
Total Split (%)	31.6%	31.6%		31.6%	31.6%	31.6%	15.8%	52.6%		15.8%	52.6%	
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	11.0	44.0		11.0	44.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	6.0		4.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Walk Time (s)	5.0	5.0						5.0			5.0	
Flash Dont Walk (s)	27.0	27.0						11.5			11.5	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	25.0	25.0		25.0	25.0	25.0	57.0	44.0		57.0	44.0	
Actuated g/C Ratio	0.26	0.26		0.26	0.26	0.26	0.60	0.46		0.60	0.46	
v/c Ratio	0.06	0.04		0.52	0.02	0.31	0.04	0.77		0.50	0.63	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	26.9	17.1		35.8	26.1	6.2	6.5	24.9		11.8	20.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	26.9	17.1		35.8	26.1	6.2	6.5	24.9		11.8	20.5	
LOS	С	В		D	С	Α	Α	С		В	С	
Approach Delay		22.4			21.9			24.7			19.7	
Approach LOS		С			С			С			В	
Queue Length 50th (ft)	10	3		97	4	0	2	313		13	326	
Queue Length 95th (ft)	23	16		131	13	24	8	398		37	354	
Internal Link Dist (ft)		2724			111			177			899	
Turn Bay Length (ft)	500			370			235			305		
Base Capacity (vph)	368	453		365	490	541	299	1626		300	2353	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.04		0.52	0.02	0.31	0.04	0.77		0.50	0.63	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

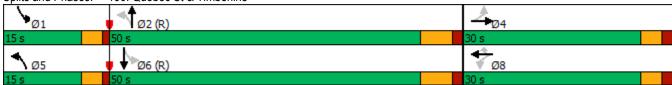
Offset: 45 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80 Control Type: Pretimed Maximum v/c Ratio: 0.77

Intersection Signal Delay: 21.9 Intersection LOS: C
Intersection Capacity Utilization 68.0% ICU Level of Service C

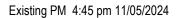
Analysis Period (min) 15

Splits and Phases: 190: Quebec St & Timberline



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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	*	7	ሻ	^	^^	
Traffic Volume (vph)	89	124	90	166	1298	59
Future Volume (vph)	89	124	90	166	1298	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	0	320	1300	1300	0
Storage Lanes	1	1	320			0
· ·	25	l I	25			U
Taper Length (ft) Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Frt	1.00	0.850	1.00	0.91	0.993	0.91
FIt Protected	0.050	0.000	0.050		0.333	
	0.950	1502	0.950	EOOE	EOEO	0
Satd. Flow (prot)	1770	1583	1770	5085	5050	0
Flt Permitted	0.950	4500	0.103	F00F	5050	_
Satd. Flow (perm)	1770	1583	192	5085	5050	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		233			10	
Link Speed (mph)	30			30	30	
Link Distance (ft)	245			979	2909	
Travel Time (s)	5.6			22.3	66.1	
Peak Hour Factor	0.42	0.42	0.96	0.96	0.94	0.94
Adj. Flow (vph)	212	295	94	173	1381	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	212	295	94	173	1444	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	3
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	.5			1.5		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60	1.00	1.00	60
	Prot	Perm		NA	NA	00
Turn Type		reiiii	pm+pt		NA 6	
Protected Phases	4	4	5	2	б	
Permitted Phases	0.4.0	4	2	0.4.0	04.0	
Minimum Split (s)	34.0	34.0	9.5	31.0	31.0	
Total Split (s)	30.0	30.0	15.0	65.0	50.0	
Total Split (%)	31.6%	31.6%	15.8%	68.4%	52.6%	
Maximum Green (s)	25.0	25.0	11.0	59.0	44.0	
Yellow Time (s)	3.0	3.0	3.0	4.5	4.5	
All-Red Time (s)	2.0	2.0	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	4.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Walk Time (s)	5.0	5.0	. 55		5.0	
Flash Dont Walk (s)	24.0	24.0			11.5	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	25.0	25.0	61.0	59.0	44.0	
. ,						
Actuated g/C Ratio	0.26	0.26	0.64	0.62	0.46	
v/c Ratio	0.46	0.50	0.31	0.05	0.62	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	33.1	10.6	6.2	3.1	20.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.1	10.6	6.2	3.1	20.4	
LOS	С	В	Α	Α	С	
Approach Delay	20.0			4.2	20.4	
Approach LOS	С			Α	С	
Queue Length 50th (ft)	107	29	15	9	229	
Queue Length 95th (ft)	73	0	m17	m10	277	
Internal Link Dist (ft)	165			899	2829	
Turn Bay Length (ft)	90		320			
Base Capacity (vph)	465	588	306	3158	2344	
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	0.46	0.50	0.31	0.05	0.62	
Intersection Summary						
Area Type:	Other					
Cycle Length: 95						
Actuated Cycle Length: 95						
Offset: 0 (0%), Referenced	to phase 2:N	IBTL and	6:SBT, 9	Start of Gr	een	
Natural Cycle: 75						
Control Type: Pretimed						
Maximum v/c Ratio: 0.62						
Intersection Signal Delay: 1	8.4			In	tersection	LOS: B
Intersection Capacity Utiliza	ation 48.8%			IC	U Level c	f Service A
Analysis Period (min) 15						
m Volume for 95th percer	ntile queue is	metered	by upstr	eam signa	al.	
Splits and Phases: 196: 0	Quebec St &	Collegia	te Dr			



₩ Ø6 (R)

Intersection						
Int Delay, s/veh	7.7					
		EDT	WDT	WDD	CDI	CDD
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	0	વ	}	4 4 4	120	7
Traffic Vol, veh/h	8	67	24	141	138	7
Future Vol, veh/h	8	67	24	141	138	7
Conflicting Peds, #/hr	_ 0	_ 0	0	_ 0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	67	67	39	39	39	39
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	100	62	362	354	18
Major/Minor	Majort		Majara		Minor	
	Major1		Major2		Minor2	0.40
Conflicting Flow All	424	0	-	0	367	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	
Pot Cap-1 Maneuver	1135	-	-	-	633	796
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1135	-	-	-	626	796
Mov Cap-2 Maneuver	-	-	_	_	626	-
Stage 1	-	_	_	_	788	_
Stage 2	_	_	_	_	902	_
2.0.30 2					30_	
Approach	EB		WB		SB	
HCM Control Delay, s	0.9		0		18.5	
HCM LOS					С	
Minar Lana/Maiar Muse	_4	EDI	EDT	WDT	WDD	CDL 1
Minor Lane/Major Mvm	IL	EBL	EBT	WBT	WBR	
Capacity (veh/h)		1135	-	-	-	633
HCM Lane V/C Ratio		0.011	-	-		0.587
HCM Control Delay (s)		8.2	0	-	-	18.5
HCM Lane LOS		Α	Α	-	-	С
HCM 95th %tile Q(veh)	0	-	-	-	3.8

Int Delay, siveh 2 Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Cane Configurations	Intersection												
Lane Configurations		2											
Lane Configurations	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h			Ť.									4	
Future Vol, veh/h Conflicting Peds, #/hr Sign Control Free Free Free Free Free Free Free Free		0		1	26		8	3		41	11		0
Conflicting Peds, #/hr O O O O O O O O O	•												
Sign Control Free Free Free Free Free Free Free Free Free Stop	·												
RT Channelized	•												
Storage Length													
Veh in Median Storage, # - 0		-	-	-	-	_	-	-	_	-	-	_	-
Grade, % - 0 0 0 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 0 - 0 0 0 - 0 0 0 0 - 0		# -	0	-	-	0	-	-	0	_	-	0	-
Peak Hour Factor		 -		_	_		_	_		_	_		_
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2		45		45	41		41	55		55	65		65
Mynt Flow 0 453 2 63 400 20 5 0 75 17 0 0 Major/Minor Major1 Major2 Minor1 Minor2 Conflicting Flow All - 0 0 455 0 0 990 1000 454 1028 991 410 Stage 1 - - - - 454 454 - 536 536 - Stage 2 - - - 4.12 - - 7.12 6.52 6.22 7.12 6.52 6.22 7.12 6.52 6.22 7.12 6.52 6.22 7.12 6.52 6.22 7.12 6.52 6.22 7.12 6.52 6.22 7.12 6.52 6.22 7.12 6.52 6.22 7.12 6.52 6.22 7.12 6.52 6.22 7.12 6.52 6.22 7.12 6.52 6.22 7.12 6.52 6.22													
Major/Minor Major1													
Conflicting Flow All			.00	_	- 00	.00				13			
Conflicting Flow All	Major/Minor M	aior1		ı	//aior2			Minor1			Minor2		
Stage 1 - - - - 454 454 - 536 536 - Stage 2 - - - - - 536 546 - 492 455 - Critical Hdwy - - 4.12 - - 7.12 6.52 6.22 7.12 6.52 6.22 Critical Hdwy Stg 1 - - - - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 5.52 - 6.12 2.25 6.12			0			0			1000			001	/110
Stage 2 - - - - 536 546 - 492 455 - Critical Hdwy - - 4.12 - - 7.12 6.52 6.22 7.12 6.52 6.22 Critical Hdwy Stg 1 - - - - 6.12 5.52 - 6.12 5.52 - Critical Hdwy Stg 2 - - - - 6.12 5.52 - 6.12 5.52 - Follow-up Hdwy - - - 2.218 - 3.518 4.018 3.318 3.518 4.018 3.318 Pol Cap-1 Maneuver 0 - 1106 - - 225 243 606 212 246 642 Stage 1 0 - - - - 529 518 - 558 569 - 529 523 - - 212 225 606 175 228				U									410
Critical Hdwy - - 4.12 - - 7.12 6.52 6.22 7.12 6.52 6.22 Critical Hdwy Stg 1 - - - - - 6.12 5.52 - 6.12 5.52 - Critical Hdwy Stg 2 - - - - 6.12 5.52 - 6.12 5.52 - Follow-up Hdwy - - 2.218 - - 3.518 4.018 3.318 3.518 4.018 3.318 Pot Cap-1 Maneuver 0 - - - 225 243 606 212 246 642 Stage 1 0 - - - - 558 569 - 529 523 - Mov Cap-1 Maneuver - - 1106 - 212 225 606 175 228 642 Mov Cap-2 Maneuver - - - - 212 225	9			-									-
Critical Hdwy Stg 1 - - - - 6.12 5.52 - 6.12 3.318 3.318 3.318 3.318 4.018 3.318 3.318 4.018 3.318 4.018 3.318 4.018 3.318 4.018 3.318 6.62 2.22 5.29 523 - - 5.69 - 529 528 642 642 606 1.00 1		-	-	-									
Critical Hdwy Stg 2 - - - - 6.12 5.52 - 6.12 5.52 - Follow-up Hdwy - - 2.218 - - 3.518 4.018 3.318 3.518 4.018 3.318 Pot Cap-1 Maneuver 0 - 1106 - - 225 243 606 212 246 642 Stage 1 0 - - - - 558 569 - 529 523 - Stage 2 0 - - - - 529 518 - 558 569 - Mov Cap-1 Maneuver - - 1106 - - 212 225 606 175 228 642 Mov Cap-2 Maneuver - - - - 212 225 - 175 228 - Stage 1 - - - - 586 569 -	•	-	-	-									
Follow-up Hdwy 2.218 3.518 4.018 3.318 3.518 4.018 3.318 Pot Cap-1 Maneuver		-		-	_	-	-						-
Pot Cap-1 Maneuver		-		=	2 210		-						2 210
Stage 1 0 - - - 586 569 - 529 523 - Stage 2 0 - - - - 529 518 - 558 569 - Platoon blocked, % -<				-									
Stage 2 0 - - - 529 518 - 558 569 - Platoon blocked, % - <				-	1100								
Platoon blocked, % -			-	-	-								
Mov Cap-1 Maneuver - - 1106 - - 212 225 606 175 228 642 Mov Cap-2 Maneuver - - - - - 212 225 - 175 228 - Stage 1 - - - - - 586 569 - 529 484 - Stage 2 - - - - - 490 480 - 489 569 - Approach EB WB NB NB SB HCM Control Delay, s 0 1.1 12.9 27.8 HCM Lane/Major Mvmt NBLn1 EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 538 - - 1106 - - 175 HCM Lane V/C Ratio 0.149 - - 0.057 - - 0.097 HCM Contr		U	-	-	-			529	อเช	-	220	209	-
Mov Cap-2 Maneuver - - - - 212 225 - 175 228 - Stage 1 - - - - - 586 569 - 529 484 - Stage 2 - - - - - 490 480 - 489 569 - Approach EB WB NB NB SB HCM Control Delay, s 0 1.1 12.9 27.8 HCM Lane/Major Mvmt NBLn1 EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 538 - - 1106 - - 175 HCM Lane V/C Ratio 0.149 - - 0.057 - - 0.097 HCM Control Delay (s) 12.9 - 8.5 0 - 27.8 HCM Lane LOS B - - A A - D	-		-	-	1100			040	005	ene	175	000	640
Stage 1 - - - - 586 569 - 529 484 - Stage 2 - - - - - 490 480 - 489 569 - Approach EB WB NB NB SB HCM Control Delay, s 0 1.1 12.9 27.8 HCM Los B D Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 538 - - 1106 - - 175 HCM Lane V/C Ratio 0.149 - - 0.057 - - 0.097 HCM Control Delay (s) 12.9 - - 8.5 0 - 27.8 HCM Lane LOS B - - A A - D			-	-									
Stage 2 - - - - 490 480 - 489 569 - Approach EB WB NB SB HCM Control Delay, s 0 1.1 12.9 27.8 HCM LOS B D Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 538 - - 1106 - - 175 HCM Lane V/C Ratio 0.149 - - 0.057 - - 0.097 HCM Control Delay (s) 12.9 - - 8.5 0 - 27.8 HCM Lane LOS B - - A A - D	•	-	-	-	-	-							
Approach EB WB NB SB HCM Control Delay, s 0 1.1 12.9 27.8 HCM LOS B D Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 538 - - 1106 - - 175 HCM Lane V/C Ratio 0.149 - - 0.057 - - 0.097 HCM Control Delay (s) 12.9 - 8.5 0 - 27.8 HCM Lane LOS B - - A A - D		-	-	-	-	-							
HCM Control Delay, s 0	Stage 2	-	-	<u>-</u>	-	-	-	490	480	-	489	209	-
HCM Control Delay, s 0 1.1 12.9 27.8 HCM LOS B D Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 538 1106 175 HCM Lane V/C Ratio 0.149 0.057 0.097 HCM Control Delay (s) 12.9 - 8.5 0 - 27.8 HCM Lane LOS B A A - D													
Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 538 - - 1106 - - 175 HCM Lane V/C Ratio 0.149 - - 0.057 - - 0.097 HCM Control Delay (s) 12.9 - - 8.5 0 - 27.8 HCM Lane LOS B - - A A - D													
Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 538 - - 1106 - - 175 HCM Lane V/C Ratio 0.149 - - 0.057 - - 0.097 HCM Control Delay (s) 12.9 - - 8.5 0 - 27.8 HCM Lane LOS B - - A A - D	•	0			1.1								
Capacity (veh/h) 538 - - 1106 - - 175 HCM Lane V/C Ratio 0.149 - - 0.057 - - 0.097 HCM Control Delay (s) 12.9 - - 8.5 0 - 27.8 HCM Lane LOS B - - A A - D	HCM LOS							В			D		
Capacity (veh/h) 538 - - 1106 - - 175 HCM Lane V/C Ratio 0.149 - - 0.057 - - 0.097 HCM Control Delay (s) 12.9 - - 8.5 0 - 27.8 HCM Lane LOS B - - A A - D													
HCM Lane V/C Ratio 0.149 0.057 0.097 HCM Control Delay (s) 12.9 8.5 0 - 27.8 HCM Lane LOS B A A - D		١		EBT	EBR		WBT	WBR					
HCM Control Delay (s) 12.9 8.5 0 - 27.8 HCM Lane LOS B A A - D	,			-	-		-	-					
HCM Lane LOS B A A - D				-	-			-					
				-	-			-					
HCM 95th %tile Q(veh) 0.5 0.2 0.3				-	-		Α	-					
	HCM 95th %tile Q(veh)		0.5	-	-	0.2	-	-	0.3				

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		सी	₽		N/	
Traffic Vol, veh/h	1	254	197	5	0	0
Future Vol, veh/h	1	254	197	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	e.# -	0	0	_	0	-
Grade, %	-, "	0	0	_	0	_
Peak Hour Factor	46	46	51	51	25	25
Heavy Vehicles, %	2	2	2	2	23	23
Mymt Flow	2	552	386	10	0	0
IVIVIIIL FIOW		332	300	10	U	U
Major/Minor	Major1	N	Major2		Minor2	
Conflicting Flow All	396	0		0	947	391
Stage 1	-		_	_	391	-
Stage 2	_	_	_	_	556	_
Critical Hdwy	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1	7.12	_	_	_	5.42	0.22
Critical Hdwy Stg 2	-	_		_	5.42	-
	2 240	-				2 240
Follow-up Hdwy	2.218	-	-	-	3.518	
Pot Cap-1 Maneuver	1163	-	-	-	290	658
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1163	-	-	-	289	658
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	574	-
_						
Approach	EB		WB		SB	
			0		0	
HCM Control Delay, s	0		U			
HCM LOS					Α	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR :	SBLn1
Capacity (veh/h)		1163		_	_	_
HCM Lane V/C Ratio		0.002	-	_	_	_
HCM Control Delay (s)		8.1	0	_	_	0
HCM Lane LOS				-		A
	\	A	Α	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	6.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	4	₩ ₽	VIDIN	₩.	ופט
Traffic Vol, veh/h	1	66	58	75	96	4
Future Vol, veh/h	1	66	58	75	96	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	_	-	_	-	0	-
Veh in Median Storage	# -	0	0	_	0	_
Grade, %	, # -	0	0	_	0	_
Peak Hour Factor	62	62	75	75	36	36
			2			
Heavy Vehicles, %	2	2		2	2	2
Mvmt Flow	2	106	77	100	267	11
Major/Minor N	//ajor1	N	Major2		Minor2	
Conflicting Flow All	177	0		0	237	127
Stage 1	-	_	_	-	127	-
Stage 2	_	_	_	_	110	_
Critical Hdwy	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1	-	_	_	_	5.42	-
Critical Hdwy Stg 2	_			_	5.42	_
Follow-up Hdwy	2.218	_	_		3.518	
	1399	-	-		751	923
Pot Cap-1 Maneuver		-	-	-	899	
Stage 1	-	-	-	-		-
Stage 2	-	-	-	-	915	-
Platoon blocked, %	4000	-	-	-	7.40	000
Mov Cap-1 Maneuver	1399	-	-	-	749	923
Mov Cap-2 Maneuver	-	-	-	-	749	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	915	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.1		0		12.5	
HCM LOS	0.1		U		12.5 B	
TICIVI LOS					Ь	
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR :	SBLn1
Capacity (veh/h)		1399	-	-	-	755
HCM Lane V/C Ratio		0.001	-	-	-	0.368
HCM Control Delay (s)		7.6	0	-	-	12.5
HCM Lane LOS		Α	Α	-	-	В
HCM 95th %tile Q(veh)		0	-	-	_	1.7

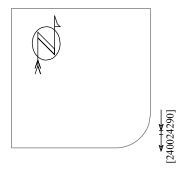
Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1			4			4			4	02.1
Traffic Vol, veh/h	0	160	2	55	132	3	0	0	34	13	0	0
Future Vol, veh/h	0	160	2	55	132	3	0	0	34	13	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	_	_	None	_	_	None	-	-	None	-	-	None
Storage Length	_	-	-	_	-	-	_	-	-	-	-	_
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	_	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	42	42	42	62	62	62	37	37	37	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	381	5	89	213	5	0	0	92	20	0	0
Major/Minor N	Major1		N	Major2			Minor1		- 1	Minor2		
Conflicting Flow All	_	0	0	386	0	0	778	780	384	824	780	216
Stage 1	-	-	-	-	-	-	384	384	-	394	394	-
Stage 2	-	-	-	-	-	-	394	396	-	430	386	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1172	-	-	314	327	664	292	327	824
Stage 1	0	-	-	-	-	-	639	611	-	631	605	-
Stage 2	0	-	-	-	-	-	631	604	-	603	610	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	1172	-	-	293	299	664	235	299	824
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	299	-	235	299	-
Stage 1	-	-	-	-	-	-	639	611	-	631	553	-
Stage 2	-	-	-	-	-	-	577	552	-	520	610	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.4			11.3			21.7		
HCM LOS							В			С		
Minor Lane/Major Mvmt	t N	NBLn1	EBT	EBR	WBL	WBT	WBR :	SBLn1				
Capacity (veh/h)		664	-		1172	-	-	235				
HCM Lane V/C Ratio		0.138	-		0.076	-	_	0.085				
HCM Control Delay (s)		11.3	-	-	8.3	0	-					
HCM Lane LOS		В	-	-	Α	A	_	С				
HCM 95th %tile Q(veh)		0.5	-	-	0.2	-	-	0.3				

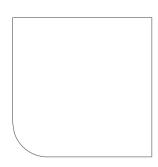
Intersection						
Int Delay, s/veh	0					
		EDT	WDT	WDD	CDI	CDD
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	^	4	^}	4	À	^
Traffic Vol, veh/h	0	207	179	4	0	0
Future Vol, veh/h	0	207	179	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	•	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	40	40	60	60	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	518	298	7	0	0
Major/Minor I	Major1	N	Major2	ı	Minor2	
Conflicting Flow All	305	0	- viajoiz	0	820	302
Stage 1	-	-		-	302	- 302
Stage 2	_	_	_	_	518	<u>-</u>
Critical Hdwy	4.12		_	_	6.42	6.22
Critical Hdwy Stg 1	4.12	-	_	_	5.42	0.22
			-		5.42	
Critical Hdwy Stg 2		-	-	-	3.518	
Follow-up Hdwy	2.218	-	-			
Pot Cap-1 Maneuver	1256	-	-	-	345	738
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %	1050	-	-	-	0.45	700
Mov Cap-1 Maneuver	1256	-	-	-	345	738
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	598	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		0	
HCM LOS	U		U		A	
TICIVI LOS					А	
Minor Lane/Major Mvm	ıt	EBL	EBT	WBT	WBR :	SBLn1
Capacity (veh/h)		1256	-	-	-	-
HCM Lane V/C Ratio		-	-	-	-	-
HCM Control Delay (s)		0	-	-	-	0
HCM Lane LOS		Α	-	-	-	Α
HCM 95th %tile Q(veh)		0	-	-	-	-



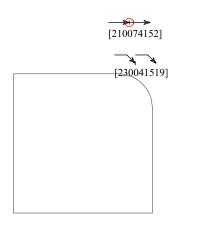
Appendix E Crash Diagrams and Listings

Clear 6 Crashes







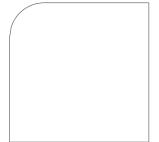




- Straight Stopped <− Unknown → Backing
- ≪ Overtaking
- ≪ Sideswipe

- Parked
- Weaving
- « Changing Ln
- Right turn
- Left turn
- S U-turn

- × Pedestrian
- × Bicycle
- Injury
- Fatality
- Nighttime
- ⊢ DUI



- 3rd Vehicle
- ← M Motorcycle
- ✓ Overturn

Fixed objects:

□ General □ Public Obj
□ Private Obj

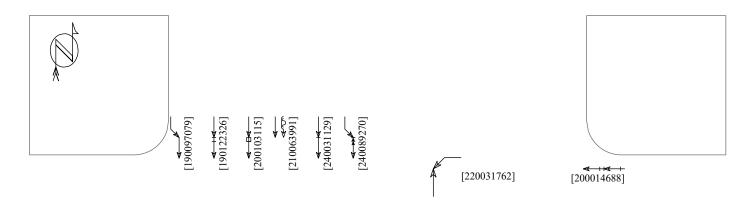
Crash Magic Online 11/13/2024

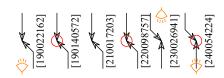
QUEBEC ST & COLLEGIATE DR 2019 - 2024

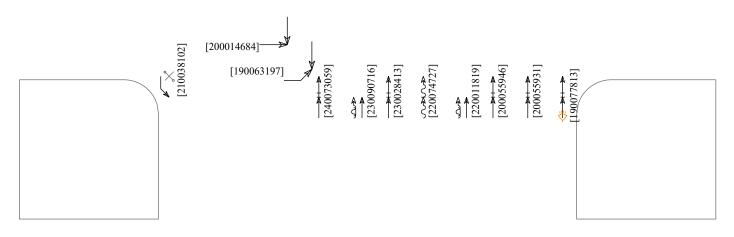
6 Crashes Clear

Casetrackingid	Accidenttime	Accidentdate	_Primarystreet	Crossstreet	Onroadaddress	Numberinjured	Numberkilled	Harmfulevent1
200090742	3:55 pm	10/4/2020	QUEBEC ST	COLLEGIATE DR		0	0	Front to Side
210074152	7:20 am	9/12/2021	COLLEGIATE DR	QUEBEC ST		1	0	Front to Rear
210077560	11:00 pm	9/23/2021	QUEBEC ST	COLLEGIATE DR		0	0	Front to Front
230005586	3:14 pm	1/23/2023	QUEBEC ST	COLLEGIATE DR		1	0	Front to Front
230041519	3:54 pm	5/16/2023	COLLEGIATE DR	QUEBEC ST		0	0	Front to Rear
240024290	11:55 am	3/12/2024	QUEBEC ST	COLLEGIATE DR		0	0	Front to Rear

25 Crashes Clear







- Straight
 Stopped
 Unknown
 Backing
- Overtaking
 G:1
 :
- ≪ Sideswipe

- Parked
- Weaving
- Changing Ln
- Right turn
- Left turn
- S U-turn

- × Pedestrian
- × Bicycle
- Injury
- Fatality
- Nighttime
- ⊢ DUI

- ← M Motorcycle
- ← Overturn

Fixed objects:

☐ General ★ Animal ☐ Public Obj ☒ Private Obj

Crash Magic Online 11/13/2024

QUEBEC ST & TIMBERLINE RD 2019 - 2024

25 Crashes Clear

Casetrackingic	Accidenttime	Accidentdate	Primarystreet	_Crossstreet	Onroadaddress	Numberinjured	Numberkilled	Harmfulevent1
190022162	5:46 pm	2/20/2019	QUEBEC ST	TRAILHEAD RD		0	0	Front to Side
190063197	7:35 am	5/30/2019	QUEBEC ST	TRAILHEAD RD		0	0	Front to Side
190077813	10:13 pm	7/4/2019	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
190097079	3:04 pm	8/26/2019	QUEBEC ST	TIMBERLINE RD		0	0	Front to Side
190122326	5:20 pm	10/30/2019	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
190140572	11:02 am	12/18/2019	QUEBEC ST	TRAILHEAD RD		1	0	Front to Side
200014684	12:30 pm	2/7/2020	QUEBEC ST	TIMBERLINE RD		0	0	Front to Front
200014688	12:59 pm	2/7/2020	TIMBERLINE RD	QUEBEC ST		0	0	Front to Rear
200055931	1:47 pm	6/11/2020	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
200055946	1:47 pm	6/11/2020	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
200103115	3:21 pm	11/17/2020	QUEBEC ST	TRAILHEAD RD		0	0	Curb
210017203	10:19 am	3/1/2021	QUEBEC ST	TRAILHEAD RD		0	0	Front to Side
210038102	6:18 pm	5/14/2021	QUEBEC ST	TRAILHEAD RD		0	0	Bicycle / Motorized Bicycle
210063991	3:40 pm	8/7/2021	QUEBEC ST	TIMBERLINE RD		0	0	Side to Side - Same Direction
220011819	12:35 pm	2/14/2022	QUEBEC ST	TIMBERLINE RD		0	0	Side to Side - Same Direction
220031762	5:31 pm	4/24/2022	TIMBERLINE RD	QUEBEC ST		0	0	Front to Side
220074727	3:40 pm	9/19/2022	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
220098757	4:30 pm	12/16/2022	QUEBEC ST	TIMBERLINE RD		0	0	Front to Front
230026941	8:32 pm	3/30/2023	QUEBEC ST	TIMBERLINE RD		0	0	Front to Side
230028413	7:58 am	4/4/2023	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
230090716	11:37 am	10/20/2023	QUEBEC ST	TIMBERLINE RD		0	0	Side to Side - Same Direction
240031129	2:25 pm	4/4/2024	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
240054224	9:56 pm	6/10/2024	QUEBEC ST	TIMBERLINE RD		3	0	Front to Front
240073059	12:41 pm	8/5/2024	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear
240089270	12:25 pm	9/24/2024	QUEBEC ST	TIMBERLINE RD		0	0	Front to Rear



Appendix F Projected Level of Service Reports

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	f)		ች	†	7	ሻ	ተተኈ		ች	ተተኈ	
Traffic Volume (vph)	21	10	8	101	12	204	3	1543	94	149	773	6
Future Volume (vph)	21	10	8	101	12	204	3	1543	94	149	773	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	370		0	235		0	305		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.932				0.850		0.991			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1736	0	1770	1863	1583	1770	5040	0	1770	5080	0
Flt Permitted	0.748			0.743			0.264			0.091		
Satd. Flow (perm)	1393	1736	0	1384	1863	1583	492	5040	0	170	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				225		13			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2804			191			257			979	
Travel Time (s)		63.7			4.3			5.8			22.3	
Peak Hour Factor	0.81	0.81	0.81	0.82	0.82	0.82	0.94	0.94	0.94	0.86	0.86	0.86
Adj. Flow (vph)	26	12	10	123	15	249	3	1641	100	173	899	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	22	0	123	15	249	3	1741	0	173	906	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Minimum Split (s)	37.0	37.0		10.0	10.0	10.0	9.0	31.0		9.0	31.0	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	15.0	50.0		15.0	50.0	
Total Split (%)	31.6%	31.6%		31.6%	31.6%	31.6%	15.8%	52.6%		15.8%	52.6%	
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	11.0	44.0		11.0	44.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	6.0		4.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?		= 0					Yes	Yes		Yes	Yes	
Walk Time (s)	5.0	5.0						5.0			5.0	
Flash Dont Walk (s)	27.0	27.0						11.5			11.5	
Pedestrian Calls (#/hr)	0	0		0= 0	0= 0	0= 0	^	0		^	0	
Act Effct Green (s)	25.0	25.0		25.0	25.0	25.0	57.0	44.0		57.0	44.0	
Actuated g/C Ratio	0.26	0.26		0.26	0.26	0.26	0.60	0.46		0.60	0.46	
v/c Ratio	0.07	0.05		0.34	0.03	0.43	0.01	0.74		0.60	0.39	

	•	→	•	•	←	•	4	†	/	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	27.0	18.7		31.5	26.3	7.9	6.3	23.2		16.2	16.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.0	18.7		31.5	26.3	7.9	6.3	23.2		16.2	16.5	
LOS	С	В		С	С	Α	Α	С		В	В	
Approach Delay		23.2			16.1			23.1			16.5	
Approach LOS		С			В			С			В	
Queue Length 50th (ft)	12	5		60	7	11	1	302		33	140	
Queue Length 95th (ft)	29	21		100	20	53	4	361		m56	m165	
Internal Link Dist (ft)		2724			111			177			899	
Turn Bay Length (ft)	500			370			235			305		
Base Capacity (vph)	366	464		364	490	582	443	2341		287	2353	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.07	0.05		0.34	0.03	0.43	0.01	0.74		0.60	0.39	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

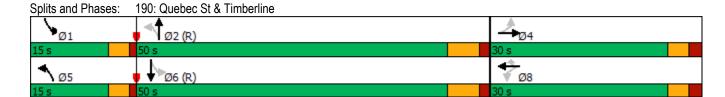
Offset: 45 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80 Control Type: Pretimed Maximum v/c Ratio: 0.74

Intersection Signal Delay: 20.1 Intersection LOS: C
Intersection Capacity Utilization 64.9% ICU Level of Service C

Analysis Period (min) 15

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



	•	•	1	†	↓	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T T		NDL 1	^	†††	SDIC
Traffic Volume (vph)	148	283	300	1456	656	96
Future Volume (vph)	148	283	300	1456	656	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	0	320	1300	1300	0
Storage Lanes	1	1	320			0
Taper Length (ft)	25	I	25			U
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Frt	1.00	0.850	1.00	0.91	0.91	0.91
FIt Protected	0.950	0.000	0.950		0.30 1	
		1500		E00E	4989	0
Satd. Flow (prot)	1770	1583	1770	5085	4989	0
Flt Permitted	0.950	4500	0.242	E00E	4000	^
Satd. Flow (perm)	1770	1583	451	5085	4989	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		310			38	
Link Speed (mph)	30			30	30	
Link Distance (ft)	245			979	2909	
Travel Time (s)	5.6			22.3	66.1	
Peak Hour Factor	0.47	0.47	0.93	0.93	0.83	0.83
Adj. Flow (vph)	315	602	323	1566	790	116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	315	602	323	1566	906	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Turn Type	Prot	Perm	pm+pt	NA	NA	30
Protected Phases	4	ı Giili	рит - рг	2	6	
Permitted Phases	4	4	2		U	
Minimum Split (s)	34.0	34.0	9.0	31.0	31.0	
,						
Total Split (s)	30.0	30.0	15.0	65.0	50.0	
Total Split (%)	31.6%	31.6%	15.8%	68.4%	52.6%	
Maximum Green (s)	25.0	25.0	11.0	59.0	44.0	
Yellow Time (s)	3.0	3.0	3.0	4.5	4.5	
All-Red Time (s)	2.0	2.0	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	4.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Walk Time (s)	5.0	5.0			5.0	
Flash Dont Walk (s)	24.0	24.0			11.5	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	25.0	25.0	61.0	59.0	44.0	
Actuated g/C Ratio	0.26	0.26	0.64	0.62	0.46	
v/c Ratio	0.68	0.93	0.73	0.50	0.39	

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	39.8	40.2	16.2	9.5	16.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	39.8	40.2	16.2	9.5	16.5	
LOS	D	D	В	Α	В	
Approach Delay	40.1			10.7	16.5	
Approach LOS	D			В	В	
Queue Length 50th (ft)	170	189	86	301	120	
Queue Length 95th (ft)	119	42	m107	306	137	
Internal Link Dist (ft)	165			899	2829	
Turn Bay Length (ft)	90		320			
Base Capacity (vph)	465	645	442	3158	2331	
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	0.68	0.93	0.73	0.50	0.39	
Intersection Summary						
Area Type:	Other					
Cycle Length: 95						
Actuated Cycle Length: 95						
Offset: 0 (0%), Referenced	I to phase 2:N	NBTL and	d 6:SBT, S	Start of Gr	een	
Natural Cycle: 80						
Control Type: Pretimed						
Maximum v/c Ratio: 0.93						
Intersection Signal Delay:				In	tersection	LOS: B
Intersection Capacity Utiliz	ation 58.2%			IC	U Level o	of Service B
Analysis Period (min) 15						
m Volume for 95th perce	ntile queue is	metered	by upstro	eam signa	al.	

Splits and Phases: 196: Quebec St & Collegiate Dr



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	f)		ሻ	†	7	ሻ	ተተ _ጉ		ሻ	ተተ _ጉ	
Traffic Volume (vph)	16	5	8	140	7	192	12	1218	99	197	1387	12
Future Volume (vph)	16	5	8	140	7	192	12	1218	99	197	1387	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	370		0	235		0	305		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.908				0.850		0.989			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1691	0	1770	1863	1583	1770	5029	0	1770	5080	0
Flt Permitted	0.752			0.746			0.091			0.131		
Satd. Flow (perm)	1401	1691	0	1390	1863	1583	170	5029	0	244	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				240		18			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2804			191			257			979	
Travel Time (s)		63.7			4.3			5.8			22.3	
Peak Hour Factor	0.75	0.75	0.75	0.74	0.74	0.74	0.97	0.97	0.97	0.87	0.87	0.87
Adj. Flow (vph)	21	7	11	189	9	259	12	1256	102	226	1594	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	18	0	189	9	259	12	1358	0	226	1608	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4		_	8	_	5	2		1	6	
Permitted Phases	4			8	40.0	8	2	212		6		
Minimum Split (s)	37.0	37.0		10.0	10.0	10.0	9.0	31.0		9.5	31.0	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	15.0	50.0		15.0	50.0	
Total Split (%)	31.6%	31.6%		31.6%	31.6%	31.6%	15.8%	52.6%		15.8%	52.6%	
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	11.0	44.0		11.0	44.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	6.0		4.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	F 0	5 0					Yes	Yes		Yes	Yes	
Walk Time (s)	5.0	5.0						5.0			5.0	
Flash Dont Walk (s)	27.0	27.0						11.5			11.5	
Pedestrian Calls (#/hr)	0	0		05.0	05.0	05.0	F7 ^	0		F7.0	0	
Act Effct Green (s)	25.0	25.0		25.0	25.0	25.0	57.0	44.0		57.0	44.0	
Actuated g/C Ratio	0.26	0.26		0.26	0.26	0.26	0.60	0.46		0.60	0.46	
v/c Ratio	0.06	0.04		0.52	0.02	0.44	0.04	0.58		0.70	0.68	

Total PM 4:45 pm 11/05/2024

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	26.9	17.1		35.8	26.1	7.5	6.6	19.7		16.7	20.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	26.9	17.1		35.8	26.1	7.5	6.6	19.7		16.7	20.1	
LOS	С	В		D	С	Α	Α	В		В	С	
Approach Delay		22.4			19.6			19.6			19.6	
Approach LOS		С			В			В			В	
Queue Length 50th (ft)	10	3		97	4	9	2	209		29	310	
Queue Length 95th (ft)	23	16		131	13	34	8	254		m60	m310	
Internal Link Dist (ft)		2724			111			177			899	
Turn Bay Length (ft)	500			370			235			305		
Base Capacity (vph)	368	453		365	490	593	287	2338		323	2353	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.04		0.52	0.02	0.44	0.04	0.58		0.70	0.68	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 45 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80 Control Type: Pretimed Maximum v/c Ratio: 0.70

Intersection Signal Delay: 19.6 Intersection LOS: B Intersection Capacity Utilization 63.6% ICU Level of Service B

Analysis Period (min) 15

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





	•	•	1	†	↓	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T T		NDL 1	^	†††	ODIN
Traffic Volume (vph)	133	300	266	166	1298	103
Future Volume (vph)	133	300	266	166	1298	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	0	320	1300	1300	0
Storage Lanes	1	1	320			0
Taper Length (ft)	25		25			U
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Frt	1.00	0.850	1.00	0.91	0.989	0.91
FIt Protected	0.950	0.000	0.950		0.303	
		1500		E00E	5020	0
Satd. Flow (prot)	1770	1583	1770	5085	5029	0
Flt Permitted	0.950	4500	0.095	F00F	F000	^
Satd. Flow (perm)	1770	1583	177	5085	5029	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		233			18	
Link Speed (mph)	30			30	30	
Link Distance (ft)	245			979	2909	
Travel Time (s)	5.6			22.3	66.1	
Peak Hour Factor	0.42	0.42	0.96	0.96	0.94	0.94
Adj. Flow (vph)	317	714	277	173	1381	110
Shared Lane Traffic (%)						
Lane Group Flow (vph)	317	714	277	173	1491	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4	. 5	5	2	6	
Permitted Phases		4	2	_		
Minimum Split (s)	34.0	34.0	9.5	31.0	31.0	
Total Split (s)	30.0	30.0	15.0	65.0	50.0	
Total Split (%)	31.6%	31.6%	15.8%	68.4%	52.6%	
Maximum Green (s)	25.0	25.0	11.0	59.0	44.0	
Yellow Time (s)	3.0	3.0	3.0	4.5	4.5	
All-Red Time (s)	2.0	2.0	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	4.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Walk Time (s)	5.0	5.0			5.0	
Flash Dont Walk (s)	24.0	24.0			11.5	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	25.0	25.0	61.0	59.0	44.0	
Actuated g/C Ratio	0.26	0.26	0.64	0.62	0.46	
v/c Ratio	0.68	1.21	0.93	0.05	0.64	

Total PM 4:45 pm 11/05/2024

	•	•	~	†	ţ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	40.0	134.8	46.0	3.9	20.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	40.0	134.8	46.0	3.9	20.7	
LOS	D	F	D	Α	С	
Approach Delay	105.7			29.9	20.7	
Approach LOS	F			С	С	
Queue Length 50th (ft)	172	~421	96	12	239	
Queue Length 95th (ft)	105	96	#243	16	289	
Internal Link Dist (ft)	165			899	2829	
Turn Bay Length (ft)	90		320			
Base Capacity (vph)	465	588	298	3158	2338	
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	0.68	1.21	0.93	0.05	0.64	
Intersection Summary						
Area Type:	Other					

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 80 Control Type: Pretimed Maximum v/c Ratio: 1.21

Intersection Signal Delay: 51.6 Intersection LOS: D Intersection Capacity Utilization 62.0% ICU Level of Service B

Analysis Period (min) 15

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

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

Queue shown is maximum after two cycles.

Splits and Phases: 196: Quebec St & Collegiate Dr



Intersection									
Int Delay, s/veh	224.2								
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations		4	ĵ.		W				
Traffic Vol, veh/h	8	67	24	344	341	7			
Future Vol, veh/h	8	67	24	344	341	7			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Free	Free	Free	Free	Stop	Stop			
RT Channelized	-	None	-	None	- Otop	None			
Storage Length	_	-	_	-	0	-			
Veh in Median Storage	e.# -	0	0	_	0	_			
Grade, %	5, π -	0	0	_	0				
Peak Hour Factor	67	67	39	39	39	39			
	2	2			2				
Heavy Vehicles, %			2	2		2			
Mvmt Flow	12	100	62	882	874	18			
NA = i = = /NAi== =	NA-: A	_	4-1- 0	_	1: C				
	Major1		Major2		Minor2				
Conflicting Flow All	944	0	-	0	627	503			
Stage 1	-	-	-	-	503	-			
Stage 2	-	-	-	-	124	-			
Critical Hdwy	4.12	-	-	-	6.42	6.22			
Critical Hdwy Stg 1	-	-	-	-	5.42	-			
Critical Hdwy Stg 2	-	-	-	-	5.42	-			
Follow-up Hdwy	2.218	-	-	-	3.518	3.318			
Pot Cap-1 Maneuver	727	-	-	-	~ 447	569			
Stage 1	-	-	-	-	~ 607	-			
Stage 2	-	-	-	-	902	-			
Platoon blocked, %		-	-	-					
Mov Cap-1 Maneuver	727	-	-	-	~ 439	569			
Mov Cap-2 Maneuver	_	_	_		~ 439	_			
Stage 1	_	_	_		~ 597	_			
Stage 2	_	_	_	_	902	_			
Olago 2					002				
Approach	EB		WB		SB				
HCM Control Delay, s	1.1		0	¢	489.3				
HCM LOS	1.1		U	Ф	409.3 F				
TIOWI LOS					٢				
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBLn1			
Capacity (veh/h)		727	-	-	-	441			
HCM Lane V/C Ratio		0.016	-	-		2.023			
HCM Control Delay (s)		10	0	-	-\$	489.3			
HCM Lane LOS		В	Α	-	-	F			
HCM 95th %tile Q(veh)	0.1	-	-	-	61.8			
Notes									
~: Volume exceeds cap	pacity	\$: De	lav exc	eeds 30	00s	+: Com	outation Not Defined	*: All major volume in platoon	
. Joianno onoccas ca	- aoity	ψ. υ	.a, one	2000		. 00111	January 1100 Dominou	a major rotamo in platoon	

ntersection												
nt Delay, s/veh 6.8												
Novement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations	₽			सी			4			4		
raffic Vol, veh/h 0	407	1	26	367	17	3	0	41	20	0	0	
uture Vol, veh/h 0	407	1	26	367	17	3	0	41	20	0	0	
Conflicting Peds, #/hr 0	0	0	0	0	0	0	0	0	0	0	0	
ign Control Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized -	-	None	_	_	None	_	_	None	-	-	None	
torage Length -	-	-	-	_	-	-	-	-	-	-	_	
eh in Median Storage, # -	0	-	-	0	-	_	0	-	-	0	-	
Grade, % -	0	_	-	0	-	-	0	-	-	0	_	
eak Hour Factor 45	45	45	41	41	41	55	55	55	65	65	65	
leavy Vehicles, % 2	2	2	2	2	2	2	2	2	2	2	2	
1vmt Flow 0	904	2	63	895	41	5	0	75	31	0	0	
		-						. •			•	
Major/Minor Major1		Λ	/lajor2		1	Minor1			Minor2			
Conflicting Flow All -	0	0	906	0	0	1947	1967	905	1985	1948	916	
Stage 1 -	-	-	-	-	-	905	905	-	1042	1042	-	
Stage 2 -	_	_	<u>-</u>	_	_	1042	1062	<u>-</u>	943	906	_	
Critical Hdwy -	_		4.12	_	_	7.12	6.52	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1 -	_		7.12	_	_	6.12	5.52	0.22	6.12	5.52	0.22	
Critical Hdwy Stg 2 -	_			_	_	6.12	5.52	_	6.12	5.52	_	
follow-up Hdwy -	-	-	2.218	<u> </u>	_	3.518			3.518	4.018	3.318	
onow-up Howy			751	<u>-</u>	_	49	63	335	46	65	330	
Stage 1 0	_		131	-	_	331	355	-	277	307	-	
Stage 2 0		-			_	277	300	_	315	355	_	
Platoon blocked, %	-	_	-	<u> </u>	_	211	300	-	313	333	-	
Nov Cap-1 Maneuver -			751	<u>-</u>	_	42	52	335	31	53	330	
Nov Cap-1 Maneuver -	-	_	751	<u> </u>	_	42	52	-	31	53	-	
Stage 1 -		-		-	-	331	355	-	277	253	_	
Stage 2 -	_					228	247	-	245	355	-	
Olaye 2 -	_	_	-	_	_	220	4 41	<u>-</u>	240	333		
pproach EB			WB			NB			SB			
ICM Control Delay, s 0			0.6			29.2		¢	347.2			
ICM LOS			0.0			29.2 D		Ψ	F			
IOW LOS						U			ı			
Minor Lane/Major Mvmt N	IBLn1	EBT	EBR	WBL	WBT	WBR	SRI n1					
Capacity (veh/h)	227	LDI	LDIX	751	-	- 1001	31					
	0.352	-		0.084	-		0.993					
ICM Control Delay (s)	29.2	-	_	10.2	0		347.2					
ICM Lane LOS	29.2 D	_	-	10.2 B	A	-φ -	541.Z					
ICM 95th %tile Q(veh)	1.5	-	-	0.3	- A	-	3.4					
IOIVI 33III /0IIIE Q(VEII)	1.0	-	_	0.5	-		5.4					
lotes : Volume exceeds capacity		lay exce			+: Comp							n platoon

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	<u>⊏Б</u> 1		אטוו	SDL W	אמט
Traffic Vol, veh/h	1	€ 466	♣	16	'T' 11	0
Future Vol, veh/h	1	466	409	16	11	0
	0	400	409	0	0	0
Conflicting Peds, #/hr	Free					
Sign Control	Free -	Free None	Free	Free	Stop	Stop
RT Channelized			-		-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,		0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	46	46	51	51	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1013	802	31	44	0
Major/Minor N	1ajor1	N	Major2	N	Minor2	
Conflicting Flow All	833	0	-	0	1835	818
Stage 1	-	-	_	_	818	-
Stage 2	_	_	_	<u>-</u>	1017	<u>-</u>
Critical Hdwy	4.12	_			6.42	6.22
Critical Hdwy Stg 1	4 .12	_	_		5.42	0.22
Critical Hdwy Stg 2	_		-		5.42	
, ,	2.218	-	_	_	3.518	
Pot Cap-1 Maneuver	800	-	-	-	83	376
	000	-	-	-	434	3/0
Stage 1	-	_	-	-		-
Stage 2	-	-	-	-	349	-
Platoon blocked, %	000	-	-	-	00	070
Mov Cap-1 Maneuver	800	-	-	-	83	376
Mov Cap-2 Maneuver	-	-	-	-	83	-
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	349	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		89.4	
	U		U		_	
HCM LOS					F	
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR :	SBL _{n1}
Capacity (veh/h)		800			-	83
HCM Lane V/C Ratio		0.003	-	-	-	0.53
HCM Control Delay (s)		9.5	0	-	_	89.4
HCM Lane LOS		Α	A	-	-	F
HCM 95th %tile Q(veh)		0	_	-	_	2.3

Intersection								
Int Delay, s/veh	105.6							
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		4	(Î		W			
Traffic Vol, veh/h	1	66	58	275	296	4		
Future Vol, veh/h	1	66	58	275	296	4		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-		-	None	-	None		
Storage Length	_	-	_	-	0	-		
Veh in Median Storage	e.# -	0	0	_	0	_		
Grade, %	, π	0	0	_	0	_		
Peak Hour Factor	62	62	75	75	36	36		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	2	106	77	367	822	11		
WIVITIE FIOW	Z	100	11	307	022	11		
Major/Minor	Major1	N	Major2	_	Minor2			
Conflicting Flow All	444	0	- viajoiz	0	371	261		
Stage 1	444	-	_	-	261	201		
Stage 2	-	-		-	110	-		
	4.12	-	-		6.42	6.22		
ritical Hdwy			-	-				
Critical Hdwy Stg 1	-	-	-	-	5.42	-		
Critical Hdwy Stg 2	-	-	-	-	5.42	-		
ollow-up Hdwy	2.218	-	-	-	3.518			
Pot Cap-1 Maneuver	1116	-	-		~ 630	778		
Stage 1	-	-	-	-	~ 783	-		
Stage 2	-	-	-	-	915	-		
Platoon blocked, %	1115	-	-	-	000			
Mov Cap-1 Maneuver	1116	-	-		~ 629	778		
Mov Cap-2 Maneuver	-	-	-		~ 629	-		
Stage 1	-	-	-	-	~ 781	-		
Stage 2	-	-	-	-	915	-		
Approach	EB		WB		SB			
HCM Control Delay, s	0.1		0		175.6			
HCM LOS	U. 1				F			
					•			
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)		1116		_		631		
HCM Lane V/C Ratio		0.001	_	_	_	1.321		
HCM Control Delay (s)		8.2	0	_		175.6		
HCM Control Delay (s)		Α	A	_	_	173.0 F		
HCM 95th %tile Q(veh)	0	-	_	-	34.4		
	1	U	_	_	_	J 4 .4		
Votes								
~: Volume exceeds cap	pacity	\$: De	lay exc	eeds 30	00s	+: Comp	outation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ĵ,			4			4			4	
Traffic Vol, veh/h	0	362	2	55	334	12	0	0	34	22	0	0
Future Vol, veh/h	0	362	2	55	334	12	0	0	34	22	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	_	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	42	42	42	62	62	62	37	37	37	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	862	5	89	539	19	0	0	92	34	0	0
Major/Minor I	Major1		ľ	Major2		l	Minor1		I	Minor2		
Conflicting Flow All	-	0	0	867	0	0	1592	1601	865	1638	1594	549
Stage 1	-	-	-	-	-	_	865	865	-	727	727	-
Stage 2	_	-	_	-	-	-	727	736	-	911	867	-
Critical Hdwy	-	-	-	4.12	_	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	_	-	_	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	_	_	_	_	_	_	6.12	5.52	_	6.12	5.52	_
Follow-up Hdwy	_	_	_	2.218	_	-		4.018	3.318		4.018	3.318
Pot Cap-1 Maneuver	0	_	_	777	_	_	87	106	353	80	107	535
Stage 1	0	_	_	-	_	_	348	371	-	415	429	-
Stage 2	0	-	-	-	_	_	415	425	_	328	370	-
Platoon blocked, %		_	_		_	_	. 10	120		020	310	
Mov Cap-1 Maneuver	_	_	_	777	_	_	76	88	353	52	89	535
Mov Cap-2 Maneuver	_	_	_	-	_	_	76	88	-	52	89	-
Stage 1	_	_	_	_	_	_	348	371	_	415	357	_
Stage 2	_	_	_	_	_	<u>-</u>	346	354	<u>-</u>	243	370	_
Jugo 2							J-10	30-f		<u>_</u>	37.0	
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.4			18.8			158.3		
HCM LOS							С			F		
										•		
Minor Lane/Major Mvm	nt N	NBLn1	EBT	EBR	WBL	WBT	WBR :	SBLn1				
Capacity (veh/h)		353	-	-	777	_	-	52				
HCM Lane V/C Ratio		0.26	_	-	0.114	-	-	0.651				
HCM Control Delay (s)		18.8	_	_	10.2	0		158.3				
HCM Lane LOS		C	_	-	В	A	_	F				
HCM 95th %tile Q(veh))	1	-	-	0.4	-	-	2.6				
70410 ((1011)		•			J .,							

Intersection Int Delay, s/veh Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length	1.2 EBL 0 0	EBT 418 418	€ 418	WBT 390	WBR	SBL	SBR
Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length	0 0 0	4 18	€ 418	î,			SBR
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length	0 0 0	4 18	€ 418	î,			SBR
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length	0	418	418		40	**	
Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length	0			390	40		
Conflicting Peds, #/hr Sign Control RT Channelized Storage Length	0	418	440		13	9	0
Sign Control RT Channelized Storage Length				390	13	9	0
RT Channelized Storage Length		0		0	0	0	0
Storage Length	Free	Free		Free	Free	Stop	Stop
	-	None	None	-	None	-	None
	-	-	-	-	-	0	-
Veh in Median Storag	e,# -	0	0	0	-	0	-
Grade, %	-	0	0	0	-	0	-
Peak Hour Factor	40	40	40	60	60	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	1045	1045	650	22	36	0
N 4 = i =/N 4i	NA = : - 4			1-:- 0		M: C	
Major/Minor	Major1			1ajor2		Minor2	
Conflicting Flow All	672	0	0	-	0	1706	661
Stage 1	-	-	-	-	-	661	-
Stage 2	-	-	-	-	-	1045	-
Critical Hdwy	4.12	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	919	-	-	-	-	100	462
Stage 1	-	-	-	-	-	514	-
Stage 2	-	-	-	-	-	339	-
Platoon blocked, %		-	-	_	_		
Mov Cap-1 Maneuver	919	_	_	-	_	100	462
Mov Cap-2 Maneuver		_	_	_	_	100	-
Stage 1	_	_	_	_	_	514	_
Stage 2	_	_	_	_	_	339	_
Olago Z						000	
Approach	EB			WB		SB	
LIONA O LI LIDIL	0			0		60	
HCM Control Delay, s						F	
HCM Control Delay, s							
							0DL 4
HCM LOS	nt.	EDI	EDI	EDT	WDT	WDD	
HCM LOS Minor Lane/Major Mvi	nt	EBL		EBT	WBT	WBR	
Minor Lane/Major Mvi Capacity (veh/h)	nt	919	919	-	-	-	100
Minor Lane/Major Mvi Capacity (veh/h) HCM Lane V/C Ratio		919 -	919 -	-	-	-	100 0.36
Minor Lane/Major Mvi Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s		919 - 0	919 - 0	- - -	- - -	- - -	100 0.36 60
Minor Lane/Major Mvi Capacity (veh/h) HCM Lane V/C Ratio)	919 -	919 - 0 A	-	-	-	100 0.36

Mitigation Scenario

	•	•	1	†	↓	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T T	LDIN	NDL Š	†	†††	ODIX
Traffic Volume (vph)	148	283	300	1456	656	96
Future Volume (vph)	148	283	300	1456	656	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	1900	320	1900	1300	1900
	1	1	320			0
Storage Lanes	25		25			U
Taper Length (ft)		1.00		0.01	0.04	0.04
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Frt	0.050	0.850	0.050		0.981	
Flt Protected	0.950	4500	0.950	E00E	4000	^
Satd. Flow (prot)	1770	1583	1770	5085	4989	0
Flt Permitted	0.950	4500	0.242	5005	1000	
Satd. Flow (perm)	1770	1583	451	5085	4989	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		310			38	
Link Speed (mph)	30			30	30	
Link Distance (ft)	245			979	2909	
Travel Time (s)	5.6			22.3	66.1	
Peak Hour Factor	0.73	0.73	0.93	0.93	0.83	0.83
Adj. Flow (vph)	203	388	323	1566	790	116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	203	388	323	1566	906	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	.5				. •	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Turn Type	Prot	Perm	pm+pt	NA	NA	30
Protected Phases	4	1 61111	рит - рс	2	6	
Permitted Phases	4	4	2		U	
	34.0	34.0	9.0	31.0	31.0	
Minimum Split (s)						
Total Split (s)	30.0	30.0	15.0	65.0	50.0	
Total Split (%)	31.6%	31.6%	15.8%	68.4%	52.6%	
Maximum Green (s)	25.0	25.0	11.0	59.0	44.0	
Yellow Time (s)	3.0	3.0	3.0	4.5	4.5	
All-Red Time (s)	2.0	2.0	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	4.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Walk Time (s)	5.0	5.0			5.0	
Flash Dont Walk (s)	24.0	24.0			11.5	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	25.0	25.0	61.0	59.0	44.0	
Actuated g/C Ratio	0.26	0.26	0.64	0.62	0.46	
v/c Ratio	0.44	0.60	0.73	0.50	0.39	

	۶	\rightarrow	•	†	ļ	✓
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	32.7	11.3	16.2	9.5	16.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.7	11.3	16.2	9.5	16.5	
LOS	С	В	В	Α	В	
Approach Delay	18.7			10.7	16.5	
Approach LOS	В			В	В	
Queue Length 50th (ft)	102	36	86	301	120	
Queue Length 95th (ft)	131	57	m107	306	137	
Internal Link Dist (ft)	165			899	2829	
Turn Bay Length (ft)	90		320			
Base Capacity (vph)	465	645	442	3158	2331	
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	0.44	0.60	0.73	0.50	0.39	
Intersection Summary						
Area Type:	Other					
Cycle Length: 95						
Actuated Cycle Length: 95						
Offset: 0 (0%), Referenced	to phase 2:N	NBTL and	d 6:SBT, S	Start of Gr	een	
Natural Cycle: 80						
Control Type: Pretimed						
Maximum v/c Ratio: 0.73						
Intersection Signal Delay: 1					tersection	
Intersection Capacity Utiliza	ation 58.2%			IC	U Level o	of Service B
Analysis Period (min) 15						
m Volume for 95th percer	ntile queue is	metered	d by upstro	eam signa	al.	
Splits and Phases: 196: 0	Quebec St &	Collegia	ite Dr			



	•	•	1	†	ţ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7	ች	^	^	
Traffic Volume (vph)	133	300	266	166	1298	103
Future Volume (vph)	133	300	266	166	1298	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	0	320		. 300	0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	I I	25			-
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Frt	1.00	0.850	1.00	0.01	0.989	0.01
Flt Protected	0.950	0.000	0.950		0.000	
Satd. Flow (prot)	1770	1583	1770	5085	5029	0
Flt Permitted	0.950	1303	0.095	5005	5023	U
Satd. Flow (perm)	1770	1583	177	5085	5029	0
Right Turn on Red	1770	Yes	1//	5005	5029	Yes
•		233			18	168
Satd. Flow (RTOR)	20	233		20		
Link Speed (mph)	30			30	30	
Link Distance (ft)	245			979	2909	
Travel Time (s)	5.6	0.00	0.00	22.3	66.1	0.01
Peak Hour Factor	0.68	0.68	0.96	0.96	0.94	0.94
Adj. Flow (vph)	196	441	277	173	1381	110
Shared Lane Traffic (%)			6==		4.00	
Lane Group Flow (vph)	196	441	277	173	1491	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Minimum Split (s)	34.0	34.0	9.5	31.0	31.0	
Total Split (s)	30.0	30.0	15.0	65.0	50.0	
Total Split (%)	31.6%	31.6%	15.8%	68.4%	52.6%	
Maximum Green (s)	25.0	25.0	11.0	59.0	44.0	
Yellow Time (s)	3.0	3.0	3.0	4.5	44.0	
All-Red Time (s)	2.0	2.0	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	4.0	6.0	6.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Walk Time (s)	5.0	5.0			5.0	
Flash Dont Walk (s)	24.0	24.0			11.5	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	25.0	25.0	61.0	59.0	44.0	
Actuated g/C Ratio	0.26	0.26	0.64	0.62	0.46	
v/c Ratio	0.42	0.75	0.93	0.05	0.64	

Total PM 4:45 pm 11/05/2024

	•	•	1	Ť	¥	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	32.4	23.9	46.0	3.9	20.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.4	23.9	46.0	3.9	20.7	
LOS	С	С	D	Α	С	
Approach Delay	26.5			29.9	20.7	
Approach LOS	С			С	С	
Queue Length 50th (ft)	98	115	96	12	239	
Queue Length 95th (ft)	118	118	#243	16	289	
Internal Link Dist (ft)	165			899	2829	
Turn Bay Length (ft)	90		320			
Base Capacity (vph)	465	588	298	3158	2338	
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	0.42	0.75	0.93	0.05	0.64	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 80 Control Type: Pretimed Maximum v/c Ratio: 0.93

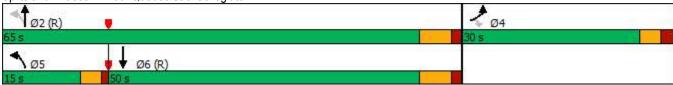
Intersection Signal Delay: 23.7 Intersection LOS: C Intersection Capacity Utilization 62.0% ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

196: Quebec St & Collegiate Dr Splits and Phases:



Intersection						
Int Delay, s/veh	13.2					
		FRT	\A/DT	W/DD	05:	000
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	_	4	↑	7	Y	_
Traffic Vol, veh/h	8	67	24	344	341	7
Future Vol, veh/h	8	67	24	344	341	7
Conflicting Peds, #/hr	_ 0	_ 0	_ 0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage	, # -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	67	67	39	39	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	100	62	882	509	10
Majay/Minay	14-:4		4-:0		Min a nO	
	Major1		//ajor2		Minor2	
Conflicting Flow All	62	0	-	0	186	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1541	-	-	0	803	1003
Stage 1	-	-	-	0	961	-
Stage 2	-	-	-	0	902	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1541	_	_	_	797	1003
Mov Cap-2 Maneuver	-	_	_	_	797	-
Stage 1	_	_	_	_	953	_
Stage 2			_	_	902	_
Slaye 2	-	_	_	_	302	_
Approach	EB		WB		SB	
HCM Control Delay, s	0.8		0		17.4	
HCM LOS					С	
Minor Long/Major Marie	.1	EDI	ГРТ	MDT	CDL 4	
Minor Lane/Major Mvm	It	EBL	EBT	WBI	SBLn1	
Capacity (veh/h)		1541	-	-	800	
HCM Lane V/C Ratio		0.008	-	-	0.649	
HCM Control Delay (s)		7.4	0	-	17.4	
HCM Lane LOS		Α	Α	-	С	
HCM 95th %tile Q(veh)		0	-	-	4.9	

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		₽			ની			4			4	
Traffic Vol, veh/h	0	407	1	26	367	17	3	0	41	20	0	0
Future Vol, veh/h	0	407	1	26	367	17	3	0	41	20	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	67	67	67	55	55	55	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	573	1	39	548	25	5	0	75	24	0	0
Major/Minor Ma	ajor1		<u> </u>	Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	574	0	0	1213	1225	574	1250	1213	561
Stage 1	-	-	-	-	-	-	574	574	-	639	639	-
Stage 2	-	-	-	-	-	-	639	651	-	611	574	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	999	-	-	159	179	518	150	182	527
Stage 1	0	-	-	-	-	-	504	503	-	464	470	-
Stage 2	0	-	-	-	-	-	464	465	-	481	503	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	999	-	-	152	169	518	123	171	527
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	169	-	123	171	-
Stage 1	-	-	-	-	-	-	504	503	-	464	443	-
Stage 2	-	-	-	-	-	-	437	438	-	412	503	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.6			14.9			41.3		
HCM LOS							В			Е		
Minor Lane/Major Mvmt	١	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)		445	-	-	999	-	-	123				
HCM Lane V/C Ratio		0.18	-	-	0.039	-	-	0.196				
HCM Control Delay (s)		14.9	-	-	8.7	0	-	41.3				
HCM Lane LOS		В	-	-	Α	Α	-	Е				
HCM 95th %tile Q(veh)		0.6	-	-	0.1	-	-	0.7				

Intersection						
Int Delay, s/veh	11.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	↑	7	¥	OD, N
Traffic Vol, veh/h	1	66	58	275	296	4
Future Vol, veh/h	1	66	58	275	296	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	
Storage Length	_	-	_	0	0	-
Veh in Median Storage		0	0	-	0	_
Grade, %	-	0	0	<u>-</u>	0	_
Peak Hour Factor	62	62	90	90	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	106	64	306	470	6
IVIVIIIL FIOW		100	04	300	470	U
Major/Minor	Major1	<u> </u>	Major2	N	Minor2	
Conflicting Flow All	64	0	-	0	174	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	110	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	_	5.42	-
Critical Hdwy Stg 2	-	-	-	_	5.42	-
Follow-up Hdwy	2.218	_	_	_	3.518	3.318
Pot Cap-1 Maneuver	1538	_	_	0	816	1000
Stage 1	-	_	_	0	959	-
Stage 2	_		_	0	915	_
Platoon blocked, %		_		U	910	_
Mov Cap-1 Maneuver	1538	<u>-</u>	-		815	1000
		-	-	-	815	
Mov Cap-2 Maneuver	-	-	-	-		-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	915	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.1		0		15.4	
HCM LOS	0.1		- 0		C	
TIOWI LOG					U	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	SBLn1	
Capacity (veh/h)		1538	-	-	817	
HCM Lane V/C Ratio		0.001	-	-	0.583	
HCM Control Delay (s)		7.3	0	-	15.4	
HCM Lane LOS		Α	Α	-	С	
HCM 95th %tile Q(veh))	0	_	-	3.8	
4(101)		•				

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		î,			सी			4			4	
Traffic Vol, veh/h	0	362	2	55	334	12	0	0	34	22	0	0
Future Vol, veh/h	0	362	2	55	334	12	0	0	34	22	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	_	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	80	80	80	37	37	37	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	532	3	69	418	15	0	0	92	27	0	0
Major/Minor I	Major1		N	Major2			Minor1		ľ	Minor2		
Conflicting Flow All		0	0	535	0	0	1098	1105	534	1144	1099	426
Stage 1	_	_	_		-	-	534	534	_	564	564	-
Stage 2	_	-	-	_	-	-	564	571	-	580	535	-
Critical Hdwy	_	_	-	4.12	_	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	_	_	-	_	_	-	6.12	5.52	-	6.12	5.52	_
Follow-up Hdwy	_	_	-	2.218	_	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	_	-	1033	_	-	190	211	546	177	212	628
Stage 1	0	_	-	-	_	-	530	524	-	510	508	_
Stage 2	0	-	-	-	-	-	510	505	-	500	524	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	1033	-	-	177	192	546	137	193	628
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	192	-	137	193	-
Stage 1	-	-	-	-	-	-	530	524	-	510	463	-
Stage 2	-	-	-	-	-	-	465	461	-	416	524	-
·												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.2			12.9			37.5		
HCM LOS				1,4			12.3 B			67.0		
200										_		
Minor Lane/Major Mvm	nt N	NBLn1	EBT	EBR	WBL	WBT	WBR :	SRI n1				
Capacity (veh/h)	r I	546	LDI		1033	VVD1		137				
HCM Lane V/C Ratio		0.168	-		0.067	-		0.193				
HCM Control Delay (s)		12.9		-	8.7	0	-	37.5				
HCM Lane LOS		12.9 B	-		6. <i>1</i>	A	-	37.5 E				
HCM 95th %tile Q(veh)	١	0.6	-	-	0.2	- A	-	0.7				
HOW JOHN JOHNE W(VEI)		0.0			0.2	-		0.1				



Appendix G School Questionnaire

Review: DCSD Traffic and Pedestrian Safety Questionnaire

	Respondent 2 Anonymous	02:55 Time to complete	
1.	What school do you represent?	Score	/ 0 pts
	Eagle Ridge Elementary		
2.	Please provide your name.	Score	/ 0 pts
	Doug Humphreys		
3.	Please provide your email.	Score	/ 0 pts
	dchumphreys@dcsdk12.org		
	Please provide feedback on crosswalks. Are crosswalks provided in adequate locations? Do families in general abide by crosswalk locations? Are additional crosswalk locations desired?	Score	/ 0 pts
	Yes. We also have LTPD and our own crossing guards monitoring all crosswalk locations.		

5.	Please provide feedback on pickup/drop-off. Where are your schools pickup and drop-off locations? Is there adequate length or do vehicle queues extend on to public roadways?	Score	/ 0 pts
	They are in our parking lot in front of school entrance and on the side of the school along Timberline.		
6.	If available, can you provide your school's written pickup and drop-off procedures? Please send to nick.westphal@dibblecorp.com . No answer provided.	0	/ 0 pts
	No answer provided.		
7.	Please provide feedback on parking lot safety. Is there an adequate number of parking spaces? Are there any sight visibility challenges when exiting a parking lot (e.g. parked vehicles blocking views)? If so, where?	Score	/ 0 pts
	Yes		
8.	Please provide feedback on roadway safety. Do vehicles in general follow traffic laws such as speed limits, stop signs, no parking zones, etc.?	Score	/ 0 pts
	Yes. We have all and LTPD actively monitors all areas around the school.		
9.	Does your school have a designated bus drop-off area? Are there any conflicts between buses and other vehicles?	Score	/ 0 pts
	Yes. We do not typically have issues between buses and other vehicles.		

10. Please provide any general information related to vehicle and pedestrian safety at or around your school that you would like to share.

Score / 0 pts

No answer provided.

Review: DCSD Traffic and Pedestrian Safety Questionnaire

	Respondent 4 Anonymous	05:27 Time to complete		
1.	What school do you represent?	Score	/ 0 pts	
	Fox Creek			
2.	Please provide your name.	Score	/ 0 pts	
	Cheryl Fullmer			
3.	Please provide your email.	Score	/ 0 pts	
	cfullmer1@dcsdk12.org			
	Please provide feedback on crosswalks. Are crosswalks provided in adequate locations? Do families in general abide by crosswalk locations? Are additional crosswalk locations desired?	Score	/ 0 pts	
	yes they are in the right locations. Families use the one on Collegiate and at the entrance to our parking lot but not always the ones in the parking lot.			

5. Please provide feedback on pickup/drop-off. Where are your schools pickup and drop-off locations? Is there adequate length or do vehicle queues extend on to public roadways?

Score / 0 pts

Pick up and drop off is in our main parking lot. Vehicles queues extend on the Collegiate and sometimes go all the way up to to the bus loop.

6. If available, can you provide your school's written pickup and drop-off procedures? Please send to nick.westphal@dibblecorp.com.

Score / 0 pts

yes

7. Please provide feedback on parking lot safety. Is there an adequate number of parking spaces? Are there any sight visibility challenges when exiting a parking lot (e.g. parked vehicles blocking views)? If so, where?

Score / 0 pts

Our parking lot is fine in terms of parking spaces.

8. Please provide feedback on roadway safety. Do vehicles in general follow traffic laws such as speed limits, stop signs, no parking zones, etc.?

Score / 0 pts

yes, we could use a blinking light to remind them of the school hours. We also could use a possible way to exit the lot when the light on Quebec is slow. 9. Does your school have a designated bus drop-off area? Are there any conflicts between buses and other vehicles?

Score / 0 pts

yes we have a designated spot. not really.

10. Please provide any general information related to vehicle and pedestrian safety at or around your school that you would like to share.

Score / 0 pts

We could use some support in looking at the entrance and exit of the parking lot (when a car is in the entrance -waiting for the line to move - and another car comes in to park it is very very tight). Also it is sometimes difficult for a car to make a left hand turn out of the lot when there is a lot of traffic or when the light on quebec is slow to change. Doesn't happen often but when it does it is not fun.