FOX CREEK ELEMENTARY TO ARROWWOOD ELEMENTARY CONSOLIDATION WITHOUT 6TH GRADE

Traffic Impact Study

Project Number: 1124175

Prepared For: Douglas County School District

March 21, 2025

DIBBLE

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Highlands Ranch, Colorado

Project Number: 1124175

Prepared For: Douglas County School District
Planning and Construction
2808 Highway 85, Building B
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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 Fox Creek Elementary into Arrowwood Elementary. In addition, the 6th grade students will be moved from the elementary schools to a middle school. This traffic impact study addresses existing traffic patterns and potential traffic challenges at Arrowwood Elementary, while considering the anticipated increase in traffic caused by the school consolidation.

Arrowwood has one parking lot to the east of the building with a singular access point to Arrowwood Drive. This Parking lot features a dedicated singular lane drop-off and pick-up lane. Another drop-off and pick-up lane is situated to the south of the school with two access points along Brookwood Drive. The intersection of Arrowwood Drive at Brookwood Drive feature pedestrian crosswalks. Another pedestrian crosswalk crosses Brookwood Drive directly adjacent to the western access point of the drop-off and pick-up lane. The crossing of Arrowwood Drive is aided by a crosswalk approximately 700 feet north of Brookwood Drive. School bus service is provided for individuals within Arrowwood's attendance boundary but is restricted to individuals living more than one mile from the school.

The projected 2028-2029 combined enrollment is 594 students without 6th Grade. The projected combined enrollment number is 26 percent more than the previous maximum Arrowwood enrollment. When the existing traffic at Fox Creek is relocated to Arrowwood, additional students will be eligible to take the bus. When the existing traffic is relocated to the new school, additional students will be eligible to take the bus. Students who currently walk to Fox Creek are unlikely to walk to Arrowwood 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 Arrowwood. 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 Arrowwood is about 132 trips during the morning peak hour and 127 trips during the afternoon peak hour.

Traffic will be increased with the additional enrollment, but additional bus service will be offered, limiting the impact of the increased enrollment. Although historic enrollment levels suggest Arrowwood could accommodate the increased traffic, more vehicles and pedestrians are expected. To address existing and potential future traffic challenges the following mitigation measures are recommended:

- Coordinate with Douglas County to further review and analyze the feasibility of installing a right-turn lane for southbound Arrowwood Drive at the parking lot access.
- Install a No U-turn sign at the intersection of Arrowwood Drive and Brookwood Drive to deter U-turns in the intersection. Douglas County follows MUTCD standards for determining the proper intersection traffic control and would not add stop signs or traffic signals unless warranted.
- Partner with Douglas County to install a crosswalk with Rapid Rectangular Flashing Beacons (RRFB) and a raised median, on McArthur Ranch, near Arrowwood Drive. Douglas County does not typically install enhanced pedestrian crossings on major arterial streets, further evaluation will be required by Douglas County.

1. INTRODUCTION

1.1 Study Purpose and Scope

The purpose of this Traffic Impact Study (TIS) is to discuss the existing traffic patterns at Arrowwood Elementary (Arrowwood) 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 Fox Creek Elementary (Fox Creek) consolidate into Arrowwood. Additionally, this report focuses on reducing the enrollment of both schools by removing the 6th grade students from the elementary school level and sending them to Cresthill Middle School instead.

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 Arrowwood.

1.2 Study Area

Arrowwood Elementary School is located at 10345 Arrowwood Drive in the southeastern region of Highlands Ranch. This school is near the intersection of Brookwood Drive at Arrowwood Drive. The parcel number for the property is 223118305001. 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
- University Boulevard at Cresthill Lane
- Wildcat Reserve Parkway at Arrowwood Drive

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

Arrowwood

Arrowwood has a start time of 8:25 AM and an end time of 3:30 PM. The school is located in the neighborhood to the east of the intersection of Wildcat Reserve Parkway at McArthur Ranch Road. Arrowwood has one parking lot to the east of the building with a singular access point to Arrowwood Drive. This Parking lot features a dedicated singular lane drop-off and pick-up lane. Another drop-off and pick-up lane is situated to the south of the school with two access points along Brookwood Drive. The intersection of Arrowwood Drive at Brookwood Drive feature pedestrian crosswalks. Another pedestrian crosswalk crosses Brookwood Drive directly adjacent to the western access point of the drop-off and pick-up lane. The crossing of Arrowwood Drive is aided by a crosswalk approximately 700 feet north of Brookwood Drive. Arrowwood has a maximum Capacity of 800 students but the largest enrollment since 2013 is 457 students.

School bus service is provided for individuals within Arrowwood's attendance boundary but is restricted to individuals living more than one mile from the school. **Figure 2** depicts Arrowwood's local attendance boundary in beige with the orange circle representing the walking radius. As of November 2024, 144 individuals are eligible to receive bus service, and 27 individuals have used the bus service which is a 19 percent rate.

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 northeast of the intersection of Broadway at Highlands Ranch Parkway. Fox Creek has a maximum Capacity of 1,000 students but the largest enrollment since 2013 is 743 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 3** 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. Most of the students attending Fox Creek do not live within 1 mile of Arrowwood. Therefore, they would qualify for bus service to Arrowwood.
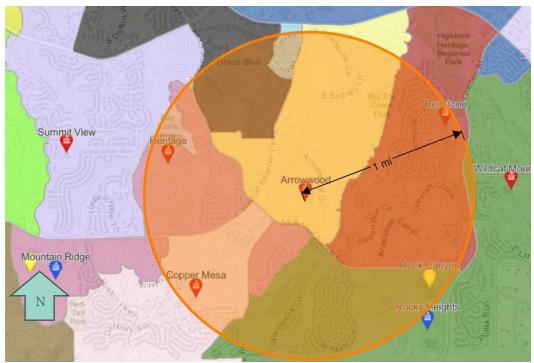
Figure 2 – Arrowwood Bus Service Map
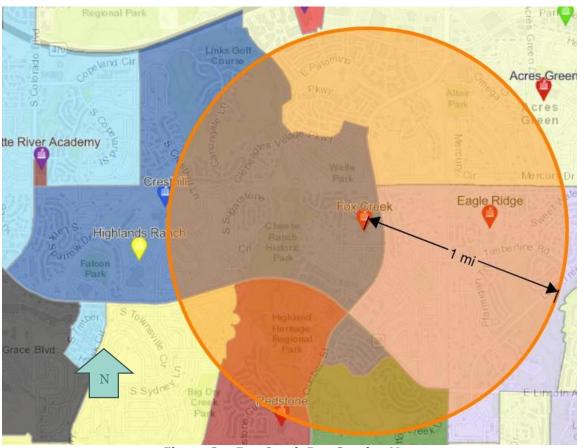
Figure 3 – Fox Creek Bus Service Map

2. EXISTING CONDITIONS

2.1 Site Observation

A site observation was performed at Arrowwood on November 15, 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:

- Visibility challenges when exiting the parking lot onto Arrowwood Drive
- Queue extending into Arrowwood Drive
- Illegal U-turns in intersection of Arrowwood Drive at Brookwood Drive

2.2 Roadway Network

The Highlands Ranch roadway network is maintained by Douglas County. Arrowwood is situated within a built-out neighborhood and is surrounded by local and neighborhood collector streets. The main accesses to the neighborhood are from McArthur Ranch Road at Arrowwood Drive and Wildcat Reserve Parkway at Arrowwood Drive with McArthur Ranch Road being the main arterial street closest to the school. Arrowwood Drive extends from the school to unsignalized intersections at McArthur Ranch Road and Wildcat Reserve Parkway.

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

School zone flashers operate from 8:10 to 8:50 AM and from 3:20 to 4:00PM. One flasher is located on Brookwood Drive at Brookwood Point and another is located on Arrowwood Drive at Tracewood Drive.

Figure 4 – Route from Fox Creek to Arrowwood

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 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 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 5 – Quebec Street at Timberline Road/Silver Spur Lane

University Boulevard and at Cresthill Lane

The intersection of University Boulevard at Cresthill Lane is a signalized, four-way intersection that has protected left-turn lanes/phases for the University Boulevard approaches and protected/permissive lanes/phases for the Cresthill Lane approaches. **Figure 6** shows an aerial of the intersection with the current intersection layout.

Westbound University Boulevard has three through lanes and dual dedicated left-turn lanes with approximately 1,000 feet of storage and a 120-foot taper before transitioning to a striped median. There is no dedicated right-turn lane. Westbound University Boulevard also has three through lanes, with a singular dedicated left-turn lane. This lane has approximately 390 feet of storage with a 140-foot taper before transitioning to a striped median. A dedicated right-turn lane is present on this approach, containing 340 feet of storage with a 90-foot taper. Bike lanes are present on both directions of University Boulevard.

The northbound approach of Cresthill Lane contains one through lane, and a dedicated left-turn lane with 90 feet of storage and a 90-foot taper. The southbound approach contains one through lane. A second through lane transitions to a dedicated left-turn lane approximately 130 feet north of the intersection. A dedicated right-turn lane has 140 feet of storage with a 50-foot taper. Bike lanes are not present on Cresthill Lane.

Figure 6 – University Boulevard at Cresthill Lane

Wildcat Reserve Parkway at Arrowwood Drive/Cherryhurst Avenue

The intersection of Wildcat Reserve Parkway at Arrowwood Drive/Cherryhurst Avenue is an unsignalized, four-way intersection that is controlled by stop signs on the approaches for Cherryhurst Avenue and Arrowwood Drive. **Figure 7** shows an aerial of the intersection with the current intersection layout.

Northbound Wildcat Reserve Parkway has two through lanes and a dedicated left-turn lane with approximately 160 feet of storage and a 220-foot taper before transitioning to a striped median. There is no dedicated right-turn lane. Southbound Wildcat Reserve Parkway also has two through lanes, with a dedicated left-turn lane. This lane has approximately 180 feet of storage with a 220-foot taper before transitioning to a striped median. Bike lanes are present on both directions of Wildcat Reserve Parkway.

The westbound approach of Arrowwood Drive has a dedicated right-turn lane and a shared left-turn lane. These two lanes are separated by a stripe approximately 60 feet in length. Bike lanes are present for each direction on Arrowwood Drive, but they merge with traffic near the intersection.

The eastbound approach from Cherryhurst Drive only has one lane in each direction and is unstriped. Bike lanes are not present on Cherryhurst Drive.

Figure 7 – Wildcat Reserve Parkway at Arrowwood Drive/Cherryhurst Avenue

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 the northbound Quebec Street approach and permissive left-turn lanes/phases for the Timberline Drive approach. **Figure 8** 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 dedicated left-turn lane and one dedicated right-turn lane. These Lanes each have approximately 90 feet of storage.

Figure 8 – Quebec Street at Collegiate Drive

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Roadway Characteristics

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

Table 1 – Roadway Characteristics

Roadway	Collegiate Drive	Quebec Street	McArthur Ranch Road	Arrowwood Drive	Cresthill Lane	University Boulevard	Wildcat Reserve Parkway
Speed Limit	25 mph	45 mph	40 mph	35 mph	30 mph	45 mph	45 mph
Number of Through Lanes	2	6	4	2	2 NB, 1 SB	6	4
Lane Width	18 feet*	11 feet	12 feet	12 feet	12 feet	11 feet	12 feet
Bike Lane Width	None	7 feet	7 feet	6 feet**	None	6 feet	5 feet
Median	None	Physical & Striped	Striped	None	None	Striped	Striped
On-Street Parking	None	None	None	None	None	None	None

*Width is defined as distance from centerline to edge of pavement.
**Bike lane width is measured to flowline.

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:

- Arrowwood Drive at Wildcat Reserve Parkway
- Arrowwood Drive at Arrowwood Access
- Arrowwood Drive at Brookwood Drive
- Brookwood Drive at Ketchwood Court
- Brookwood Drive at Ketchwood Circle
- University Boulevard at Cresthill Lane

Traffic count data is summarized in **Table 2** and is included in **Appendix B**. The existing traffic is shown in **Figure 9**.

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 9** 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**.

Figure 9 – Exisitng Traffic

Table 2 – Traffic Volume Summary

Intersection	Peak Hour	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Highlands Ranch Pkwy & Westridge Village Pkwy	AM	3	743	108	98	451	36	123	5	197	82	5	7
	PM	7	637	122	185	841	78	90	3	175	69	5	5
Highlands Ranch Pkwy & Springhill Pkwy	AM	15	813	283	152	344	32	233	25	290	26	34	6
	PM	15	599	258	232	667	50	399	53	346	46	41	29
Highlands Ranch Pkwy & Foothills Canyon Blvd	AM	77	1112	23	60	479	87	45	37	107	109	21	92
	PM	138	1009	12	49	956	124	51	73	186	86	7	102
Westridge Village Pkwy & Baneberry Ct	AM	-	70	88	19	101	-	91	-	16	-	-	-
	PM	-	114	94	13	77	-	103	-	16	-	-	-
Baneberry Pl & Baneberry Ct	AM	4	0	5	9	2	62	2	37	18	78	11	16
	PM	7	0	1	16	2	77	4	30	13	53	33	19
Westridge Village Pkwy & E Bus Access	AM	-	40	-	-	108	-	44	-	32	-	-	-
	PM	-	101	-	-	71	-	19	-	14	-	-	-
Westridge Village Pkwy & W Bus Access	AM	10	37	36	39	109	5	-	-	-	3	0	9
	PM	21	97	15	18	73	2	-	-	-	3	2	17

2.5 Traffic Safety Analysis

Intersection Crash Analysis

Crash history was reviewed at the intersections of Quebec Street at Collegiate Drive, Quebec Street at Timberline Road, University Boulevard at Cresthill Lane, and Wildcat Reserve Parkway at Arrowwood Drive. Crashes were reviewed for the period between 2019 and 2024. **Table 3** 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.

University Boulevard and Cresthill Lane
There was a total of 89 crashes at University Boulevard and Cresthill Lane over the course of the study period. 16 of these involved an injury. Of the 89 crashes, 13 involved a left turn, and 10 were at night. 16 of these accidents involved a 3rd vehicle and 2 involved a bicycle. One accident also involved a pedestrian. An overwhelming majority of the accidents at this intersection were rear-ends.

Wildcat Reserve Parkway and Arrowwood Drive
There was a total of 7 crashes at Wildcat Reserve Parkway and Arrowwood Drive over the course of the study period. Three of these involved an injury. Of the 7 crashes, 2 involved a left turn, and none were at night. None of these accidents involved a 3rd vehicle and none involved a bicycle.

Table 3 – Annual Crash Summary

Year	Quebec Street and Collegiate Drive	Quebec Street and Timberline Road	University Boulevard and Cresthill Lane	Wildcat Reserve Parkway and Arrowwood Drive
2019	0	6	21	1
2020	1	5	14	0
2021	2	3	14	2
2022	0	4	14	2
2023	2	3	17	1
2024	1	4	9	1

School Safety
Students are picked up and dropped off primarily via the parking lot to the east of the school building. A one-way drop-off aisle facilitates traffic, as parents enter the parking lot from the Arrowwood 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 the west side of Arrowwood Drive and on both sides of Brookwood Drive, and is heavily used. Crosswalks are present at the intersection of Arrowwood Drive and Brookwood Drive. Most of the pedestrian traffic crosses the street here, as it is controlled by a crossing guard. The crosswalk on Arrowwood Drive at Tracewood Drive is also used frequently.

Arrowwood 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:

- Lack of crosswalk at Wildcat Reserve Parkway presents a safety hazard
- Overgrown trees present sight visibility challenges

3. TRIP PROJECTIONS

3.1 Projected Traffic

Douglas County School District (DCSD) is considering a potential school consolidation option that would consolidate Fox Creek Elementary into Arrowwood. The consolidation option includes moving 6th Grade to the separate middle school. **Table 4** provides data on student enrollment for Fox Creek and Arrowwood with and without 6th Grade.

Table 4 – School Enrollment

School	Ideal Capacity per DCSD	Maximum Historic Enrollment	2023-2024 Enrollment Count**	Projected 2028-2029 Enrollment**
Fox Creek	506	586	360	309
Arrowwood	414	457	333	285
Combined	-	-	-	594

**Enrollment values include Pre-School through 5th Grade. 6th Grade enrollment was assumed to 1/7 of kindergarten through 6th Grade enrollment.

The projected 2028-2029 combined enrollment is 594 students without 6th Grade. The projected combined enrollment number is 26 percent more than the previous maximum Arrowwood enrollment.

3.2 Trip Generation

Trip generation calculations were calculated based on the number of additional students that will be transferring from Fox Creek to Arrowwood. For the purposes of this report, it is assumed the existing 2024 Arrowwood traffic and enrollment will see negligible changes by the 2025-2026 school year. Therefore, the trip generation does not focus on the total future enrollment for Arrowwood with the addition of Fox Creek students. The trip generation calculations are therefore only based on the Fox Creek existing traffic and enrollment. The trip generation was calculated multiple ways to account for the transfer of Fox Creek students to Arrowwood. 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:

- 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 Fox Creek to understand the current traffic demand at the school and how that traffic demand is anticipated to change when relocated to Arrowwood. The following considerations were taken into account to determine the anticipated number of trips added to Arrowwood 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.
- Reduce enrollment by 1/7th and subtract the 6th grade traffic from the trip generation numbers

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

Table 5 – Fox Creek Existing Traffic Considerations

Peak Hour	Enrollment	Existing Bus Riders	Traffic Data Ingress/Egress	Ped & Bike	Estimated Street Parking	Calculated Carpooling
AM	450	100	163	27	29	131
PM			113	64		144

When the existing traffic at Fox Creek is relocated to Arrowwood, additional students will be eligible to take the bus. It is anticipated that about **80%** of the Fox Creek 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 **63%** which results in an additional **221** students riding the bus to school for a total of **321** students from Fox Creek taking the bus to Arrowwood.

Students who currently walk to Fox Creek are unlikely to walk to Arrowwood 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 Arrowwood. 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 Arrowwood is about **132** trips during the morning peak hour and **127** trips during the afternoon peak hour.

A summary of the trip generation comparison is summarized in **Table 6**.

Table 6 – Trip Generation Comparison

ITE LUC	Description	Units	Quant	AM Peak - Generator Peak			PM Peak - Generator Peak		
				Total	Ingress	Egress	Total	Ingress	Egress
-	Existing Data Based Calculation	Students	386	132	66	66	127	63	63
520	Public Elementary School	Students	386	289	156	133	174	80	94
530	Private School (K-8)	Students	386	390	218	171	231	109	123
536	Charter Elementary School	Students	386	413	219	194	278	136	142

3.3 Trip Distribution/Assignment

The trip distribution and assignment were evaluated by first reviewing the attendance boundaries for Fox Creek to get an idea of the population density within the boundary limits. Then the distribution of traffic within the Fox Creek boundary and the directions of approach for arriving at Arrowwood was estimated by percentage. Note a small percentage of traffic was assumed to come from outside the Fox Creek boundaries based on the existing traffic trends. The resulting Trip Distribution percentages are shown in **Figure 10**.
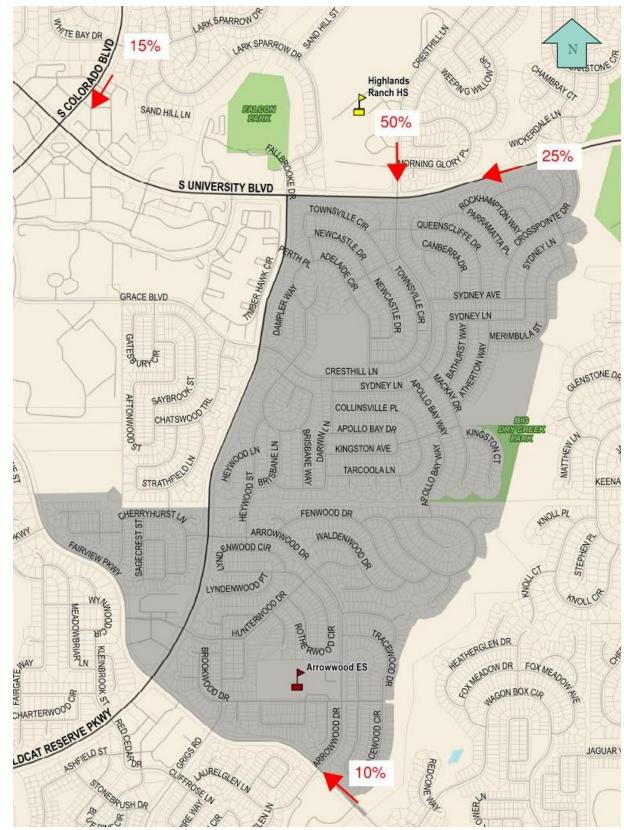
Figure 10 – Trip Distribution

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

- Arrowwood Drive at Wildcat Reserve Parkway
- Arrowwood Drive at Arrowwood Access
- Arrowwood Drive at Brookwood Drive
- Brookwood Drive at Ketchwood Court
- Brookwood Drive at Ketchwood Circle
- University Boulevard at Cresthill Lane

The resulting trip assignment is shown in **Figure 11.**

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

Table 7 – Fox Creek Turning Movement Reductions

Intersection	Peak Hour	EBT	WBT	WBR	SBL
University Blvd & Cresthill Ln	AM	-	-17	-17	-29
	PM	-	-21	-21	-28

Additional turning movement reductions were estimated for the Arrowwood 6th grade traffic that travel to the middle school and no longer travel to Arrowwood. As with Fox Creek, it is assumed that the 6th grade class accounts for $1/7$th of the traffic. Therefore, the ingress traffic will be reduced by 28 trips during the morning peak and 17 during the afternoon peak while the egress traffic is anticipated to be reduced by 23 trips during the morning peak and 17 during the afternoon peak. These reductions were distributed across the intersections based on the anticipated trip distribution for the traffic within the existing Arrowwood boundaries. The resulting reductions are summarized in **Table 8**. These reductions were also incorporated into the Total traffic calculation.
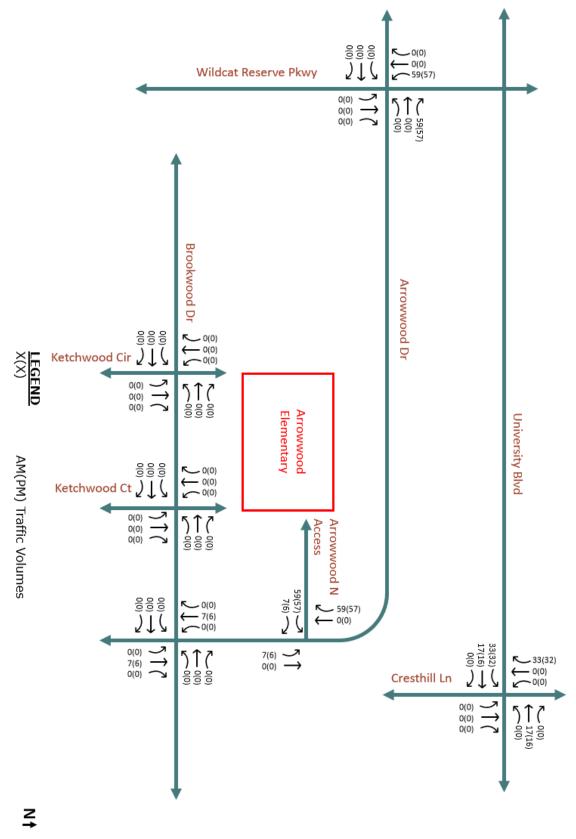
Figure 11 – Trip Assignment

Table 8 – Arrowwood Turning Movement Reductions

Intersection	Peak Hour	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Arrowwood Dr & Wildcat Reserve Pkwy	AM				-1	-2			-1	0		
	PM				0	-1			-11	-2		
Arrowwood Dr & Arrowwood N Access	AM	9		5			6					13
	PM	6		5			3					6
Arrowwood Dr & Brookwood Dr	AM	-1		-2		-1	-1	-4		0	-3	-1
	PM	-1		-2		0	-1	-2		-2	-3	-1
Brookwood Dr & Ketchwood Ct	AM		-1			-2						
	PM		-1			-1						
Brookwood Dr & Ketchwood Cir	AM									-1		-1
	PM									-1		0
University Blvd & Cresthill Ln	AM											
	PM											

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 Arrowwood with the addition of Fox Creek students was calculated by adding the trip assignment to the existing Arrowwood traffic data and then subtracting the anticipated turning movement reductions. The resulting total traffic is shown in **Figure 12**.

4.2 Projected Level of Service

The capacity analysis for the total projected traffic from the transfer of Fox Creek students to Arrowwood was evaluated using Synchro. The resulting LOS and delay are summarized in **Table 9** for both the existing conditions (without Fox Creek traffic) and for the total traffic conditions (with Fox Creek traffic). Project level of service reports from Synchro are included in **Appendix F**.
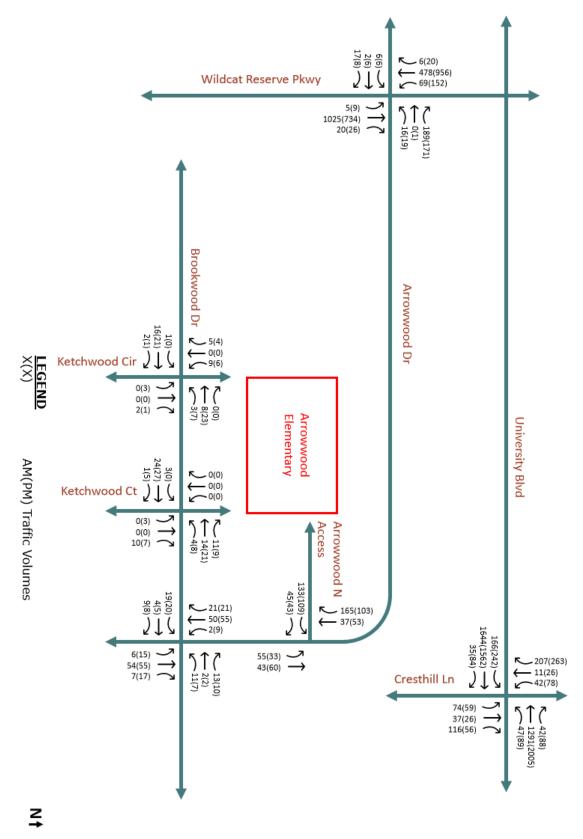
Figure 12 – Total Traffic

Table 9 – LOS and Delay Results

Intersection	Control	Movement	Existing LOS AM	Existing LOS PM	Existing Delay (s) AM	Existing Delay (s) PM	Existing Queue Length (ft) AM	Existing Queue Length (ft) PM	Total Traffic LOS AM	Total Traffic LOS PM	Total Traffic Delay (s) AM	Total Traffic Delay (s) PM	Total Traffic Delay Delta (s) AM	Total Traffic Delay Delta (s) PM	Total Traffic Queue Length (ft) AM	Total Traffic Queue Length (ft) PM
Arrowwood Dr & Wildcat Reserve Pkwy	Unsignalized (TWSC or AWSC)	Overall	A	A			-	-	C	C	20.6	25.7	+20.6	+25.7	-	-
		NBL	A	B	8.6	10.9	0	0	A	B	8.6	10.8	0.0	-0.1	0	0
		NBT	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0.0	0.0	0	0
		NBR	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0.0	0.0	0	0
		SBL	B	B	12.0	10.2	2	10	B	B	13.3	10.9	+1.3	+0.7	12	18
		SBT	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0.0	0.0	0	0
		SBR	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0.0	0.0	0	0
		EBL	D	F	31.4	138.0	14	52	F	F	104.7	284.9	+73.3	+146.9	42	72
		EBT	D	F	31.4	138.0	14	52	F	F	104.7	284.9	+73.3	+146.9	42	72
		EBR	D	F	31.4	138.0	14	52	F	F	104.7	284.9	+73.3	+146.9	42	72
		WBL	F	F	96.5	138.4	32	36	F	F	184.7	290.1	+88.2	+151.7	46	52
		WBT	C	B	22.4	14.5	56	22	E	C	37.5	16.9	+15.1	+2.4	128	44
		WBR	C	B	22.4	14.5	56	22	E	C	37.5	16.9	+15.1	+2.4	128	44
Arrowwood Dr & Arrowwood N Access	Unsignalized (TWSC or AWSC)	Overall			-	-	-	-			-	-	-	-	-	-
		NBL	A	A	7.8	7.5	4	2	A	A	8.2	7.8	+0.4	+0.3	4	2
		NBT	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0.0	0.0	0	0
		NBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SBT	A	A	0.0	0.0	0	0	A	A	0.0	0.0	-	-	0	0
		SBR	A	A	0.0	0.0	0	0	A	A	0.0	0.0	-	-	0	0
		EBL	B	B	12.5	10.7	16	10	C	B	19.9	13.7	-	-	64	36
		EBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EBR	A	A	9.4	9.1	6	6	A	A	9.9	9.6	+0.5	+0.5	8	8
		WBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		WBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		WBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Arrowwood Dr & Brookwood Dr	Unsignalized (TWSC or AWSC)	Overall			-	-	-	-			-	-	-	-	-	-
		NBL	A	A	7.7	7.7	6	8	A	A	7.7	7.7	0.0	0.0	6	8
		NBT	A	A	7.7	7.7	6	8	A	A	7.7	7.7	0.0	0.0	6	8
		NBR	A	A	7.7	7.7	6	8	A	A	7.7	7.7	0.0	0.0	6	8
		SBL	A	A	7.7	7.7	10	10	A	A	7.8	7.7	+0.1	0.0	10	10
		SBT	A	A	7.7	7.7	10	10	A	A	7.8	7.7	+0.1	0.0	10	10
		SBR	A	A	7.7	7.7	10	10	A	A	7.8	7.7	+0.1	0.0	10	10
		EBL	A	A	7.7	7.7	4	4	A	A	7.7	7.7	0.0	0.0	4	4
		EBT	A	A	7.7	7.7	4	4	A	A	7.7	7.7	0.0	0.0	4	4
		EBR	A	A	7.7	7.7	4	4	A	A	7.7	7.7	0.0	0.0	4	4
		WBL	A	A	7.4	7.4	2	2	A	A	7.4	7.4	0.0	0.0	2	2
		WBT	A	A	7.4	7.4	2	2	A	A	7.4	7.4	0.0	0.0	2	2
		WBR	A	A	7.4	7.4	2	2	A	A	7.4	7.4	0.0	0.0	2	2

Intersection	Control	Movement	Existing						Total Traffic							
			LOS		Delay (s)		Queue Length (ft)		LOS		Delay (s)		Delay Delta (s)		Queue Length (ft)	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Brookwood Dr & Ketchwood Ct	Unsignalized (TWSC or AWSC)	Overall			-	-	-	-			-	-	-	-	-	-
		NBL	A	A	8.5	8.7	0	2	A	A	8.5	8.7	0.0	0.0	0	2
		NBT	A	A	8.5	8.7	0	2	A	A	8.5	8.7	0.0	0.0	0	2
		NBR	A	A	8.5	8.7	0	2	A	A	8.5	8.7	0.0	0.0	0	2
		SBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EBL	A	A	7.3	0.0	0	0	A	A	7.3	0.0	0.0	0.0	0	0
		EBT	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0.0	0.0	0	0
		EBR	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0.0	0.0	0	0
		WBL	A	A	7.3	7.3	0	0	A	A	7.3	7.3	0.0	0.0	0	0
		WBT	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0.0	0.0	0	0
		WBR	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0.0	0.0	0	0
Brookwood Dr & Ketchwood Cir	Unsignalized (TWSC or AWSC)	Overall			-	-	-	-			-	-	-	-	-	-
		NBL	A	A	8.4	9.0	0	0	A	A	8.4	9.0	0.0	0.0	0	0
		NBT	A	A	8.4	9.0	0	0	A	A	8.4	9.0	-	-	0	0
		NBR	A	A	8.4	9.0	0	0	A	A	8.4	9.0	0.0	0.0	0	0
		SBL	A	A	8.9	9.2	2	2	A	A	8.7	8.9	-	-	2	2
		SBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		SBR	A	A	8.4	8.5	2	2	A	A	8.7	8.9	-	-	2	2
		EBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EBT	A	A	0.0	0.0	0	0	A	A	7.2	0.0	+7.2	0.0	0	0
		EBR	A	A	0.0	0.0	0	0	A	A	7.2	0.0	+7.2	0.0	0	0
		WBL	A	A	7.3	7.3	0	0	A	A	7.3	7.3	0.0	0.0	0	0
		WBT	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0.0	0.0	0	0
		WBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Table 10 – Mitigation LOS and Delay Results

Intersection	Control	Movement	Existing						Total Traffic						Total Traffic - Mitigation								Mitigation
			LOS		Delay (s)		Queue Length (ft)		LOS		Delay (s)		Queue Length (ft)		LOS		Delay (s)		Delay Delta (s)		Queue Length (ft)		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Arrowwood Dr & Wildcat Reserve Pkwy	Unsignalized (TWSC or AWSC)	**Overall**	A	A			-	-	C	C	20.6	25.7	-	-			-	-	-	-	-	-	Make a signal to allow movement for eastbound and westbound movements.
		NBL	A	B	8.6	10.9	0	0	A	B	8.6	10.9	0	0	A	A	6.4	7.1	+6.4	+7.2	5	8	
		NBT	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0	0	B	A	11.8	8.7	+11.8	+8.7	180	117	
		NBR	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0	0	B	A	11.8	8.7	+11.8	+8.7	180	117	
		SBL	B	B	12.0	10.2	2	10	B	B	13.1	10.7	10	16	B	C	12.2	20.5	+10.9	+19.8	91	128	
		SBT	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0	0	B	B	12.2	10.3	+12.2	+10.3	72	166	
		SBR	A	A	0.0	0.0	0	0	A	A	0.0	0.0	0	0	B	B	12.2	10.3	+12.2	+10.3	72	166	
		EBL	D	F	31.4	138	14	52	F	F	75.8	250.5	34	68	A	B	9.2	11.4	-64.1	-135.5	14	12	
		EBT	D	F	31.4	138	14	52	F	F	75.8	250.5	34	68	A	B	9.2	11.4	-64.1	-135.5	14	12	
		EBR	D	F	31.4	138	14	52	F	F	75.8	250.5	34	68	A	B	9.2	11.4	-64.1	-135.5	14	12	
		WBL	F	F	96.5	138	32	36	F	F	152.9	249.3	40	50	C	C	15.6	15.6	-72.6	-136.1	16	18	
		WBT	C	B	22.4	14.5	56	22	D	C	33.3	16.2	112	38	C	A	21.4	7.7	+6.3	+5.3	93	48	
		WBR	C	B	22.4	14.5	56	22	D	C	33.3	16.2	112	38	C	A	21.4	7.7	+6.3	+5.3	93	48	
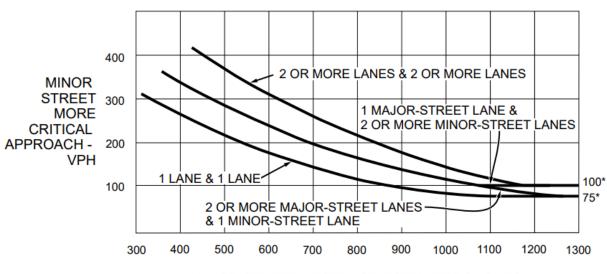
4.3 Mitigation

Signal Warrant Analysis

The intersections of Arrowwood Drive at Wildcat Reserve Parkway, Arrowood Drive at Brookwood Drive, Brookwood Drive at Ketchwood Court, and Brookwood Drive at Ketchwood Circle were reviewed to determine if the intersection meets the Manual of Uniform Traffic Control Devices (MUTCD) traffic signal warrants. There are two warrants applicable to the intersection; Warrant 3 (Peak Hour Volume) and Warrant 7 (Crash Experience)

Warrant 3 considers the volume on the major roadway and the volume on the critical minor volume roadway, which in this case is Wildcat Reserve Parkway and Arrowwood Drive respectively. If traffic volumes are greater than the threshold volumes, then a traffic signal may be warranted. Figure 4C-4 of the MUTCD is applicable to this situation since the speed limit on Wildcat Reserve Parkway is 45 mph. Figure 4C-4 is copied below as **Figure 6**. Traffic count data is provided in **Appendix C** and the total peak hour traffic on Wildcat Reserve Parkway is 1,545 vehicles in the AM and 1,853 vehicles in the PM. The peak hour vehicles counted on Arrowwood Drive is 149 in the AM and 135 in the PM. These values exceed the warranted values. It is noted that these values exceed the higher threshold depicted in MUTCD Figure 4C-3 if Wildcat Reserve Parkway's speed limit was reduced to 40 mph or below. It is also noted that the traffic volumes meet a signal warrant prior to any consideration of school consolidations. It is anticipated that the school consolidation, either to or from Arrowwood Elementary, will increase traffic at this intersection.

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 13 – MUTCD Warrant 3, Peak Hour (70% Factor)

Warrant 7 considers the crash history at the intersection. A traffic signal may be warranted if there are more than 5 correctable crashes over a three-year period or five correctable crashes over a one-year period. Based on the summarized crashes in **Table 3**, this intersection does not meet Warrant 7.

Capacity Analysis

The capacity analysis also reflects that the intersections of Wildcat Reserve Parkway at Arrowwood Drive would both benefit from signalization. As shown in **Table 9**, the westbound left turns are currently seeing an undesirable level of service and high delay, which only worsens with the addition of the Fox Creek traffic. Since the intersection meets the MUTCD peak hour warrant and the northbound left turning movements see a significant increase in delays due to the added school traffic, signalization of the intersection was evaluated. The results shown in **Table 10**, indicate that signalizing the intersection significantly improves the level of service and delay.

Auxiliary Lane Analysis

The intersection of Wildcat Reserve Parkway at Arrowwood Drive was analyzed for its need for a right-turn lane. Doulgas County Roadway Design Standards refer to the Code of Colorado Regulations, State Highway Access Code for the design and installation recommendations. A right-turn lane is recommended when a threshold of 25 right turning vehicles is exceeded on a Non-Rural Arterial roadway with a posted speed limit greater than 40 miles per hour.

Based on the analysis, it was determined that auxiliary lanes are sufficient on the route between Fox Creek and Arrowwood. No additional auxiliary lanes are recommended.

Site Analysis

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

- Queue extending into Arrowwood Drive
- Illegal U-turns in the intersection of Arrowwood Drive at Brookwood Drive
- Lack of crosswalk at McArthur Ranch

The queue extending into Arrowwood Drive could be mitigated with a right-turn lane. This lane would take the place of street parking on the west side of the street, and would require displacing the curb, gutter, and sidewalk approximately 5 to 6 feet to the west. The lane should be between 150 and 200 feet long with a 75-foot taper. This right-turn lane would decrease congestion, allowing non-right-turning vehicles to bypass the queue. A No U-turn sign at the intersection of Arrowwood Drive and Brookwood Drive would help deter drivers from making U-turns in school zones could be installed. These proposed measures are depicted in **Figure 9**.

The intersection of McArthur Ranch Road at Arrowwood Drive/Laurelglen Lane is outside of the TIS study area; however, it was noted that students cross McArthur Ranch Road at this intersection. The attendance boundary for Arrowwood does not extend across McArthur Ranch, but open enrolled students, or students using the Southridge Recreation Center may be coming from Arrowwood and crossing the street. The closest signalized intersection to Arrowwood Drive/Laurelglen Lane are at Griggs Road/Ravenswood Lane or Valleybrook Drive/Wagon Box Circle, about 0.25 miles always from Arrowwood Drive/Laurelglen Lane.

Due to the high volumes of students and recreating pedestrians crossing this this area and limited sight visibility to the north due to a curve on McArthur Ranch Road, a mid-block pedestrian crossing could be considered such as a pedestrian activated Rectangular Rapid Flashing Beacon (RRFB). An RRFB would provide indication to drivers that a pedestrian is attempting to cross and require the vehicles to stop

Figure 14 – Arrowwood Mitigation Measures

5. CONCLUSIONS/RECOMMENDATIONS

This Traffic Impact Study addresses existing traffic patterns and potential traffic challenges at Arrowwood Elementary, while considering the anticipated increase in traffic due to possible consolidations with Fox Creek Elementary while moving 6th grade students to a middle school.

Traffic will be increased with the additional enrollment, but additional bus service will be offered, limiting the impact of the increased enrollment. Although historic enrollment levels suggest Arrowwood could accommodate the increased traffic, more vehicles and pedestrians are expected. To address existing and potential future traffic challenges the following mitigation measures are recommended:

- Coordinate with Douglas County to further review and analyze the feasibility of installing a right-turn lane for southbound Arrowwood Drive at the parking lot access.
- Install a No U-turn sign at the intersection of Arrowwood Drive and Brookwood Drive to deter U-turns in the intersection. Douglas County follows MUTCD standards for determining the proper intersection traffic control and would not add stop signs or traffic signals unless warranted.
- Partner with Douglas County to install a crosswalk with Rapid Rectangular Flashing Beacons (RRFB) and a raised median, on McArthur Ranch, near Arrowwood Drive. Douglas County does not typically install enhanced pedestrian crossings on major arterial streets, further evaluation will be required by Douglas County.

Appendix A   Site Observation Notes

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TRAFFIC OBSERVATION REPORT

Project Name	DCSD Highland Ranch TIS	**Project No.**	1124175

Observer	Greg Nguyen

Location	Arrowwood Elementary School

Time	7:45 AM	**AM / PM**	**DATE**	

M	T	**W**	Th	F	S	S

Queueing Data

Start Time: 8:22 AM

End Time: 8:38 AM

Maximum Queueing Length:

Approximately 650' long, spanning from unloading zone at school front door through the storage lane and to just before the crosswalk at Arrowwood Drive and Tracewood Drive. Maximum wait time is around 4 minutes.

Total Storage Length Available:

Approximately 350' long at the kiss-and-go lane at the front of the school. With an approximately 300' long storage lane at the bus loop on the side of the school.

Comments:

Parents will also form smaller queues to drop off children in the school parking lot instead of pulling to the kiss-and-go lane in front of the school, or will drop off children along the sidewalk in the kiss-and-go lane instead of in front of the school, and leave sooner. Longest queue formed on the left turn on northbound Arrowwood into parking lot was four cars long.

On-Street Parking Locations and Availability

Comments:

The main lot consists of 70 parking stalls, with three additional ADA stalls. Three ADA stalls are available in the kiss-and-go lane, but are not in use and are coned off. ADA drop-off is done at the bus loop instead on the side of the school. One parking stall in the school lot is used instead to hold a book donation bin. Street parking is available along Arrowwood Drive and is available along Brookwood Circle. Bike racks are available at the north side of the school near the north entrance.

Crosswalk Locations and Usage

Comments:

Crosswalk located at Arrowwood and Tracewood is used by students and has a flagger deployed there in the morning. Crosswalk at Arrowwood and Brookwood is also used for pedestrians to access the school, along with the crosswalk across Rotherwood Circle to the north doors of the school. Staff have mentioned that the lack of a crosswalk at Arrowwood and Wildcat Reserve Parkway is a major concern for parents, and is a deciding factor for some students not to attend the school. The only crosswalk across Wildcat Reserve Parkway is at McArthur Ranch Road.

Roadway Characteristics

Speed Limit(s) and Location(s):
Arrowwood Elementary School is located Northwest of the intersection of Arrowwood Drive and E. Brookwood Drive. Arrowwood Drive is a 35 MPH road. School Zone is 15 MPH, with school zone lights on from 8:20 to 8:50.

Signage:
The school zone is established with school zone lights and signs. The bus loop is also a fire lane and is signed for one way traffic. The kiss-and-go lane at the front of the school is signed as such for drop-off. The kiss-and-go lane is wide enough for two vehicles, and is used as such by parents, but is not marked for two lanes of traffic. The kiss-and-go lane is also a fire lane.

Bike Lanes:
A bike lane is available on both sides of Arrowwood Drive.

Other Comments:

Sight Visibility Challenges

Comments:
The exit of the parking lot can present a blind spot when cars parked on Arrowwood are close to the exit, forcing cars to pull onto the crosswalk to check both ways. There is also a blind spot present at the exit of the bus lane on the side of the school for the same reason of street parking close to the exit.

Congestion Areas

Comments:

Entrance presents most congestion with cars forming queue northward along Arrowwood, with some cars also trying to turn left into the parking lot from Arrowwood, complicated by cars leaving the parking lot, as well as cars trying to pull out of and pull into street parking near the intersection. Congestion is also present at S. Rothwood Circle at the crosswalk to the foot path into the north entrance of the school with cars parking along the street and blocking some driveways while unloading passengers.

General Traffic Observations

Comments:

No flagger was deployed by the school to manage traffic at the entrance into the parking lot. Staff noted that cars will make illegal U-turns at the Brookwood and Arrowood intersection, as well as the entrance.

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TRAFFIC OBSERVATION REPORT

Project Name	DCSD Highland Ranch TIS	Project No.	1124175
Observer	Greg Nguyen		
Location	Arrowwood Elementary School		

Time	2:45 PM	AM / PM	DATE	11/14/2024
			M T **W** Th F S S	

Queueing Data

Start Time: 2:55 PM

End Time: 3:40 PM

Maximum Queueing Length:

Approximately 650' long, spanning from unloading zone at school front door through the storage lane and to just before the crosswalk at Arrowwood Drive and Tracewood Drive. Maximum wait time is around 2 minutes.

Total Storage Length Available:

Approximately 350' long at the kiss-and-go lane at the front of the school. With an approximately 300' long storage lane at the bus loop on the side of the school.

Comments:

Cars in storage lane queue do not block crosswalk to the parking lot. Children walk down along sidewalk to the entrance of the parking lot, using full kiss and go lane to load into cars.

On-Street Parking Locations and Availability

Comments:

The main lot consists of 70 parking stalls, with three additional ADA stalls. Three ADA stalls are available in the kiss-and-go lane, but are not in use and are coned off. One parking stall in the school lot is used instead to hold a book donation bin. Street parking is available along Arrowwood Drive and is available along Brookwood Circle. Bike racks are available at the north side of the school near the north entrance. DHH students are served by a designated bus in the bus loop. Another bus serves all other children at the school.

Crosswalk Locations and Usage

Comments:

Crosswalk located at Arrowwood and Tracewood is used by students and has a flagger deployed there in the afternoon. Crosswalk at Arrowwood and Brookwood is also used, along with the crosswalk across Rotherwood Circle to the north doors of the school. Staff have mentioned that the lack of a crosswalk at Arrowwood and Wildcat Reserve Parkway is a major concern for parents, and is a deciding factor for some students not to attend the school. The only crosswalk across Wildcat Reserve Parkway is at McArthur Ranch Road. Ponding was noted at the crosswalk at the school parking lot entrance.

Roadway Characteristics

Speed Limit(s) and Location(s):
Arrowwood Elementary School is located Northwest of the intersection of Arrowwood Drive and E. Brookwood Drive. Arrowwood Drive is a 35 MPH road. School Zone is 15 MPH, with school zone lights on from 3:20 to 4:00.

Signage:
The school zone is established with school zone lights and signs. The bus loop is also a fire lane and is signed for one way traffic. The kiss-and-go lane at the front of the school is signed as such for pickup. The kiss-and-go lane is wide enough for two vehicles, and is used as such by parents, but is not marked for two lanes of traffic. The kiss-and-go lane is also a fire lane. Bus loop is signed as bus only, but is used by parents for pickup anyway. Cones deployed in the parking lot establish one-way travel through the parking lot by blocking left turns into lot against flow of outgoing traffic, increasing flow.

Bike Lanes:
A bike lane is available on both sides of Arrowwood Drive.

Other Comments:
Cars overtake the queue heading southbound in the east bike lane during surge.

Sight Visibility Challenges

Comments:
The exit of the parking lot can present a blind spot when cars parked on Arrowwood are close to the exit, forcing cars to pull onto the crosswalk to check both ways. There is also a blind spot present at the exit of the bus lane on the side of the school for the same reason of street parking close to the exit.

Congestion Areas

Comments:

Entrance presents most congestion with cars forming queue northward along Arrowwood, with some cars also trying to turn left into the parking lot from Arrowwood, complicated by cars leaving the parking lot, as well as cars trying to pull out of and pull into street parking near the intersection. Congestion is also present at S. Rothwood Circle at the crosswalk to the foot path into the north entrance of the school with cars parking along the street and blocking some driveways while unloading passengers.

General Traffic Observations

Comments:

No flagger was deployed by the school to manage traffic at the entrance into the parking lot. Staff noted that cars will make illegal U-turns at the Brookwood and Arrowood intersection, as well as the entrance. Snow is plowed to the east edge of the parking lot and occupies some of the parking stall there, forcing vehicles to partially jut out into the drive lane of the parking lot. Some students leave the school earlier at 3:10, most of students leave with final bell at 3:30. Pickup is done at the north, east, and south doors, with most traffic on the east side of school. Parents picking up at the north and south of school park at S. Rotherwood Cir. and E. Brookwood Dr. respectively.

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.

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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 observec 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
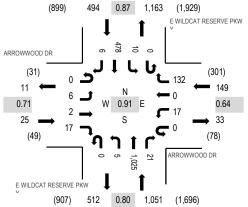
Location: 17 E WILDCAT RESERVE PKWY & ARROWWOOD DR AM
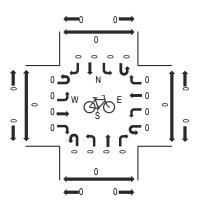
Date: Wednesday, November 13, 2024

Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM
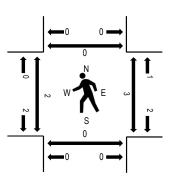
Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ARROWWOOD DR Eastbound				ARROWWOOD DR Westbound				E WILDCAT RESERVE PKWY Northbound				E WILDCAT RESERVE PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:30 AM	0	2	1	2	0	5	0	40	0	2	278	8	0	1	121	1	461	1,719	0	1	0	0
7:45 AM	0	1	0	6	0	3	0	39	0	1	321	5	0	1	92	3	472	1,691	0	0	0	0
8:00 AM	0	0	0	1	0	3	0	25	0	0	236	5	0	4	137	1	412	1,525	2	0	0	0
8:15 AM	0	3	1	8	0	6	0	28	0	2	190	3	0	4	128	1	374	1,363	0	2	0	0
8:30 AM	0	4	0	5	0	8	0	59	0	4	229	11	0	4	103	6	433	1,226	2	0	0	0
8:45 AM	0	3	2	2	0	2	0	34	0	0	158	3	0	5	94	3	306		0	0	0	0
9:00 AM	0	4	0	2	0	5	1	24	0	1	123	3	0	4	83	0	250		2	2	0	0
9:15 AM	0	2	0	0	0	1	0	18	0	1	108	4	0	9	90	4	237		0	0	0	0
Count Total	0	19	4	26	0	33	1	267	0	11	1,643	42	0	32	848	19	2,945		6	5	0	0
Peak Hour	0	6	2	17	0	17	0	132	0	5	1,025	21	0	10	478	6	1,719		2	3	0	0
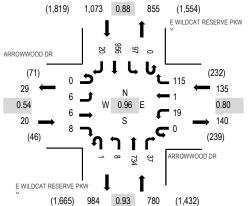
Location: 17 E WILDCAT RESERVE PKWY & ARROWWOOD DR PM
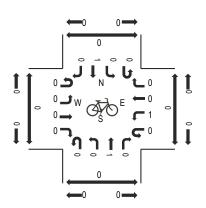
Date: Wednesday, November 13, 2024

Peak Hour: 03:15 PM - 04:15 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.

Traffic Counts - Motorized Vehicles

Interval Start Time	ARROWWOOD DR Eastbound				ARROWWOOD DR Westbound				E WILDCAT RESERVE PKWY Northbound				E WILDCAT RESERVE PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:30 PM	0	3	1	1	0	6	0	22	0	4	110	5	0	9	118	5	284	1,661	0	0	0	0
2:45 PM	0	0	1	4	0	2	0	20	0	2	165	6	0	10	160	5	375	1,899	0	0	0	0
3:00 PM	0	6	1	5	0	3	0	18	0	7	196	13	0	23	201	4	477	1,996	0	0	0	0
3:15 PM	0	0	2	2	0	6	0	18	0	3	192	7	0	34	257	4	525	2,008	0	3	0	0
3:30 PM	0	3	0	1	0	4	0	39	0	1	159	11	0	25	276	3	522	1,868	0	27	0	0
3:45 PM	0	0	1	1	0	2	0	25	1	2	197	11	0	18	205	9	472		2	3	0	0
4:00 PM	0	3	3	4	0	7	1	33	0	2	186	8	0	20	218	4	489		0	0	0	0
4:15 PM	0	2	0	2	0	5	0	21	0	3	136	5	0	25	174	12	385		0	2	0	0
Count Total	0	17	9	20	0	35	1	196	1	24	1,341	66	0	164	1,609	46	3,529		2	35	0	0
Peak Hour	0	6	6	8	0	19	1	115	1	8	734	37	0	97	956	20	2,008		2	33	0	0
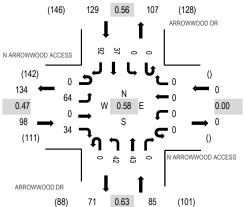
Location: 18 ARROWWOOD DR & N ARROWWOOD ACCESS AM
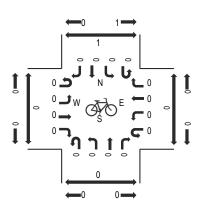
Date: Wednesday, November 13, 2024
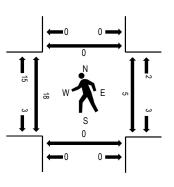
Peak Hour: 07:45 AM - 08:45 AM

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.

Traffic Counts - Motorized Vehicles

Interval Start Time	N ARROWWOOD ACCESS Eastbound				N ARROWWOOD ACCESS Westbound				ARROWWOOD DR Northbound				ARROWWOOD DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:45 AM	0	0	0	0	0	0	0	0	0	5	7	0	0	0	11	6	29	312	0	1	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	12	6	0	0	0	6	7	32	311	0	2	0	0
8:15 AM	0	28	0	10	0	0	0	0	0	13	8	0	0	0	10	48	117	297	1	2	0	0
8:30 AM	0	35	0	24	0	0	0	0	0	12	22	0	0	0	10	31	134		17	0	0	0
8:45 AM	0	6	0	3	0	0	0	0	0	3	8	0	0	0	5	3	28		3	1	0	0
9:00 AM	0	3	0	1	0	0	0	0	0	1	4	0	0	0	8	1	18		0	1	0	0
Count Total	0	73	0	38	0	0	0	0	0	46	55	0	0	0	50	96	358		21	7	0	0
Peak Hour	0	64	0	34	0	0	0	0	0	42	43	0	0	0	37	92	312		18	5	0	0
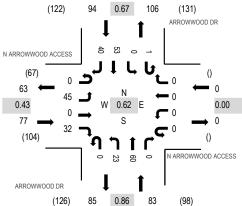
Location: 18 ARROWWOOD DR & N ARROWWOOD ACCESS PM
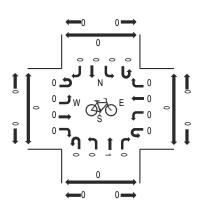
Date: Wednesday, November 13, 2024
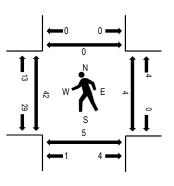
Peak Hour: 02:45 PM - 03:45 PM

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.

Traffic Counts - Motorized Vehicles

Interval Start Time	N ARROWWOOD ACCESS Eastbound				N ARROWWOOD ACCESS Westbound				ARROWWOOD DR Northbound				ARROWWOOD DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:45 PM	0	0	0	2	0	0	0	0	0	3	17	0	0	0	11	3	36	254	0	1	0	0
3:00 PM	0	4	0	1	0	0	0	0	0	7	12	0	0	0	13	11	48	246	2	2	0	0
3:15 PM	0	3	0	10	0	0	0	0	0	8	12	0	0	0	18	17	68	240	16	0	1	0
3:30 PM	0	38	0	19	0	0	0	0	0	5	19	0	1	0	11	9	102		24	1	4	0
3:45 PM	0	4	0	2	0	0	0	0	0	1	7	0	0	0	12	2	28		0	0	0	0
4:00 PM	0	7	0	14	0	0	0	0	0	0	7	0	0	0	13	1	42		1	5	0	0
Count Total	0	56	0	48	0	0	0	0	0	24	74	0	1	0	78	43	324		43	9	5	0
Peak Hour	0	45	0	32	0	0	0	0	0	23	60	0	1	0	53	40	254		42	4	5	0
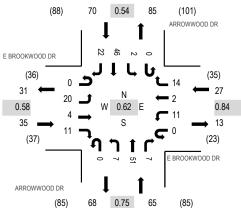
Location: 19 ARROWWOOD DR & E BROOKWOOD DR AM
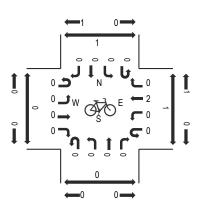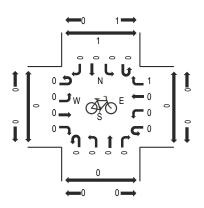
Date: Wednesday, November 13, 2024

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.

Traffic Counts - Motorized Vehicles

Interval Start Time	E BROOKWOOD DR Eastbound				E BROOKWOOD DR Westbound				ARROWWOOD DR Northbound				ARROWWOOD DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:45 AM	0	4	1	2	0	2	0	2	0	1	7	0	0	0	6	5	30	197	0	1	2	8
8:00 AM	0	1	2	1	0	3	0	5	0	0	12	4	0	0	4	2	34	190	0	1	0	2
8:15 AM	0	5	0	4	0	3	1	3	0	4	12	2	0	0	14	6	54	181	1	1	2	4
8:30 AM	0	10	1	4	0	3	1	4	0	2	20	1	0	2	22	9	79		0	1	1	4
8:45 AM	0	0	0	0	0	0	0	3	0	1	8	3	0	1	5	2	23		1	0	1	0
9:00 AM	0	2	0	0	0	4	0	1	0	0	2	6	0	0	8	2	25		0	0	0	0
Count Total	0	22	4	11	0	15	2	18	0	8	61	16	0	3	59	26	245		2	4	6	18
Peak Hour	0	20	4	11	0	11	2	14	0	7	51	7	0	2	46	22	197		1	4	5	18

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E BROOKWOOD DR Eastbound				E BROOKWOOD DR Westbound				ARROWWOOD DR Northbound				ARROWWOOD DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:45 PM	0	5	0	1	0	2	0	3	0	1	12	5	0	4	8	1	42	224	1	1	0	0
3:00 PM	0	2	2	1	0	1	1	2	0	3	15	6	0	1	7	5	46	214	0	0	0	1
3:15 PM	0	8	2	3	0	0	0	2	1	6	9	2	1	0	11	11	56	218	0	0	0	6
3:30 PM	0	6	1	5	0	4	1	3	0	5	15	4	0	5	26	5	80		4	1	0	14
3:45 PM	0	2	0	0	0	2	0	0	0	2	6	5	0	3	9	3	32		0	1	2	2
4:00 PM	0	0	2	2	0	2	0	4	0	3	3	7	0	4	16	7	50		1	1	4	0
Count Total	0	23	7	12	0	11	2	14	1	20	60	29	1	17	77	32	306		6	4	6	23
Peak Hour	0	21	5	10	0	7	2	10	1	15	51	17	1	10	52	22	224		5	2	0	21

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Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E BROOKWOOD DR Eastbound				E BROOKWOOD DR Westbound				KETCHWOOD CT Northbound				KETCHWOOD CT Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:45 AM	0	0	4	1	0	1	3	2	0	0	0	3	0	0	0	0	14	70	0	0	1	1
8:00 AM	0	0	3	0	0	0	1	1	0	0	0	1	0	0	0	0	6	59	0	1	0	5
8:15 AM	0	3	7	0	0	0	5	6	0	0	0	2	0	0	0	0	23	57	0	1	2	0
8:30 AM	0	0	11	0	0	3	5	4	0	0	0	4	0	0	0	0	27		2	5	3	0
8:45 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3		0	0	1	0
9:00 AM	0	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	4		0	0	0	0
Count Total	0	3	26	1	0	5	18	13	0	0	0	11	0	0	0	0	77		2	7	7	6
Peak Hour	0	3	25	1	0	4	14	13	0	0	0	10	0	0	0	0	70		2	7	6	6
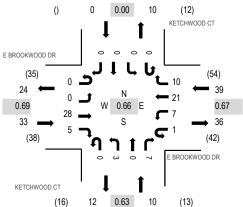
Location: 20 KETCHWOOD CT & E BROOKWOOD DR PM

Date: Wednesday, November 13, 2024

Peak Hour: 02:45 PM - 03:45 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.

Traffic Counts - Motorized Vehicles

Interval Start Time	E BROOKWOOD DR Eastbound				E BROOKWOOD DR Westbound				KETCHWOOD CT Northbound				KETCHWOOD CT Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:45 PM	0	0	4	0	0	0	1	1	0	0	0	2	0	0	0	0	8	82	0	0	0	2
3:00 PM	0	0	4	1	0	3	5	1	0	0	0	1	0	0	0	0	15	82	0	0	1	1
3:15 PM	0	0	11	1	0	3	6	7	0	1	0	2	0	0	0	0	31	82	2	6	0	1
3:30 PM	0	0	9	3	1	1	9	1	0	2	0	2	0	0	0	0	28		8	14	6	0
3:45 PM	0	0	1	0	0	1	3	1	0	1	0	1	0	0	0	0	8		0	0	2	2
4:00 PM	0	0	3	1	0	2	7	1	0	0	0	1	0	0	0	0	15		0	1	4	1
Count Total	0	0	32	6	1	10	31	12	0	4	0	9	0	0	0	0	105		10	21	13	7
Peak Hour	0	0	28	5	1	7	21	10	0	3	0	7	0	0	0	0	82		10	20	7	4
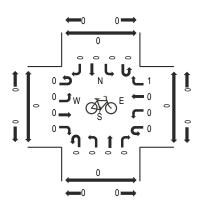
![ATD - All Traffic Data Services logo]

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**Location:** 21 KETCHWOOD CIR & E BROOKWOOD 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.

Traffic Counts - Motorized Vehicles

Interval Start Time	E BROOKWOOD DR Eastbound U-Turn	Left	Thru	Right	E BROOKWOOD DR Westbound U-Turn	Left	Thru	Right	KETCHWOOD CIR Northbound U-Turn	Left	Thru	Right	KETCHWOOD CIR Southbound U-Turn	Left	Thru	Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
7:45 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	1	0	1	7	48	0	1	0	0
8:00 AM	1	0	3	1	0	1	0	0	0	0	0	0	0	0	0	1	7	42	2	0	0	3
8:15 AM	0	0	5	1	0	1	3	0	0	0	0	2	0	3	0	2	17	41	9	0	4	0
8:30 AM	0	0	4	0	1	0	4	0	0	0	0	0	0	6	0	2	17		10	0	1	2
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1		0	0	2	0
9:00 AM	0	0	1	1	0	1	3	0	0	0	0	0	0	0	0	0	6		0	0	0	0
Count Total	1	0	17	3	1	3	12	0	0	0	0	2	0	10	0	6	55		21	1	7	5
Peak Hour	1	0	16	2	1	2	8	0	0	0	0	2	0	10	0	6	48		21	1	5	5
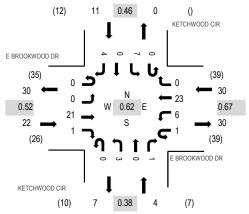
**Location:** 21 KETCHWOOD CIR & E BROOKWOOD DR PM

Date: Wednesday, November 13, 2024

Peak Hour: 03:00 PM - 04:00 PM
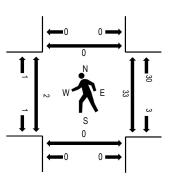
Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E BROOKWOOD DR Eastbound				E BROOKWOOD DR Westbound				KETCHWOOD CIR Northbound				KETCHWOOD CIR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:45 PM	0	0	1	0	1	1	0	0	0	0	0	1	0	1	0	0	5	64	0	0	0	2
3:00 PM	0	0	6	0	0	2	3	0	0	0	0	0	0	0	0	1	12	67	1	0	0	1
3:15 PM	0	0	10	1	0	1	5	0	0	0	0	0	0	2	0	1	20	67	5	0	4	2
3:30 PM	0	0	5	0	1	1	10	0	0	3	0	1	0	4	0	2	27		22	0	6	4
3:45 PM	0	0	0	0	0	2	5	0	0	0	0	0	0	1	0	0	8		0	1	6	1
4:00 PM	0	0	3	0	1	2	4	0	0	1	0	1	0	0	0	0	12		1	0	3	1
Count Total	0	0	25	1	3	9	27	0	0	4	0	3	0	8	0	4	84		29	1	19	11
Peak Hour	0	0	21	1	1	6	23	0	0	3	0	1	0	7	0	4	67		28	1	16	8
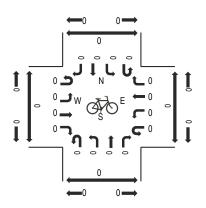
![ATD - ALL TRAFFIC DATA SERVICES]
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Location: 31 FOX CREEK PARKING ACCESS & COLLEGIATE DR AM
**Date:** Wednesday, November 13, 2024
Peak Hour: 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COLLEGIATE DR Eastbound				COLLEGIATE DR Westbound				FOX CREEK PARKING ACCESS Northbound				FOX CREEK PARKING ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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	0	7	385		8	0	0	0
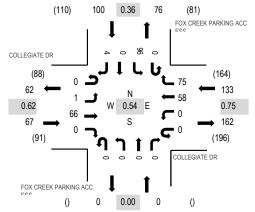
ATD
ALL TRAFFIC DATA SERVICES

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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.

Traffic Counts - Motorized Vehicles

Interval Start Time	COLLEGIATE DR Eastbound				COLLEGIATE DR Westbound				FOX CREEK PARKING ACCESS Northbound				FOX CREEK PARKING ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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	0	4	300		13	0	0	0
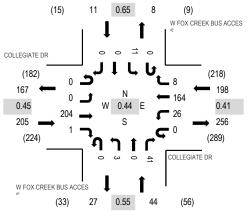
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Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

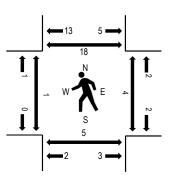| Interval Start Time	COLLEGIATE DR Eastbound				COLLEGIATE DR Westbound				W FOX CREEK BUS ACCESS Northbound				W FOX CREEK BUS ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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	0	458		41	2	1	0

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Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

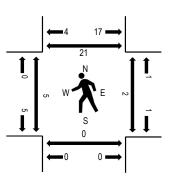| Interval Start Time	COLLEGIATE DR Eastbound				COLLEGIATE DR Westbound				W FOX CREEK BUS ACCESS Northbound				W FOX CREEK BUS ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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	0	467		97	0	22	1
Peak Hour	0	0	160	2	1	44	132	3	0	0	0	34	0	13	0	0	389		94	0	19	1

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Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COLLEGIATE DR Eastbound				COLLEGIATE DR Westbound				E FOX CREEK BUS ACCESS Northbound				E FOX CREEK BUS ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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	0	515		0	0	2	0
Peak Hour	0	1	254	0	0	0	197	5	0	0	0	0	0	0	0	0	457		0	0	2	0

Location: 33 E FOX CREEK BUS ACCESS & COLLEGIATE DR PM
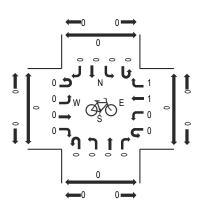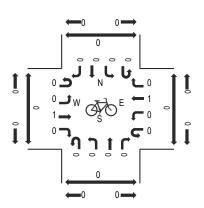
Date: Wednesday, November 13, 2024

Peak Hour: 03:00 PM - 04:00 PM
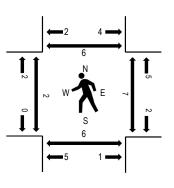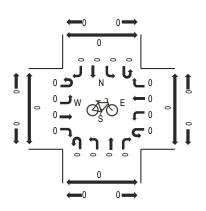
Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

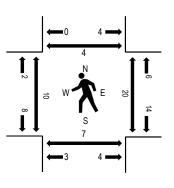| Interval Start Time	COLLEGIATE DR Eastbound				COLLEGIATE DR Westbound				E FOX CREEK BUS ACCESS Northbound				E FOX CREEK BUS ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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	0	470		0	0	0	0
Peak Hour	0	0	207	0	0	0	179	4	0	0	0	0	0	0	0	0	390		0	0	0	0

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Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COLLEGIATE DR Eastbound				COLLEGIATE DR Westbound				S QUEBEC ST Northbound				S QUEBEC ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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	0	656	96	2,538		0	1	1	0
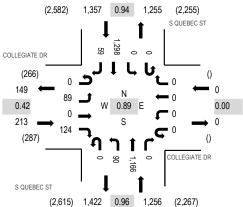
Location: 34 S QUEBEC ST & COLLEGIATE DR PM
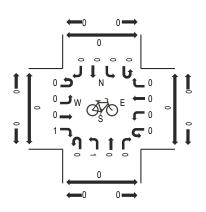
Date: Wednesday, November 13, 2024

Peak Hour: 03:15 PM - 04:15 PM

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

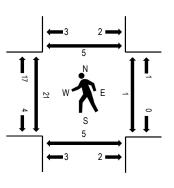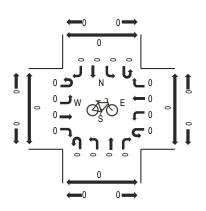## Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COLLEGIATE DR Eastbound				COLLEGIATE DR Westbound				S QUEBEC ST Northbound				S QUEBEC ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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	0	90	1,166	0	0	0	1,298	59	2,826		0	0	0	0
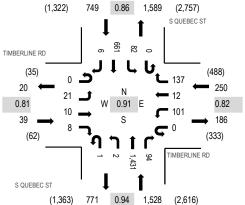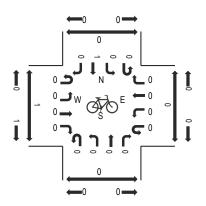
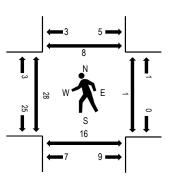ALL TRAFFIC DATA SERVICES
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Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

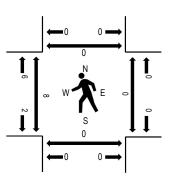| Interval Start Time	TIMBERLINE RD Eastbound				TIMBERLINE RD Westbound				S QUEBEC ST Northbound				S QUEBEC ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:30 AM	0	8	2	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	661	6	2,566		0	0	2	0
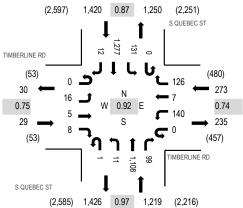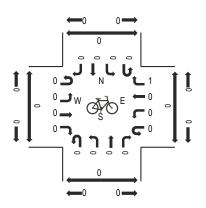
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Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TIMBERLINE RD Eastbound				TIMBERLINE RD Westbound				S QUEBEC ST Northbound				S QUEBEC ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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
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	1,277	12	2,941		0	1	1	0
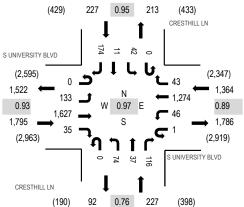
Location: 36 CRESTHILL LN & S UNIVERSITY BLVD AM
Date: Wednesday, November 13, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM
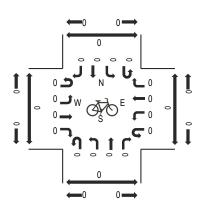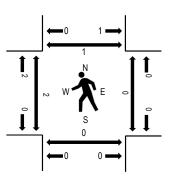
Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S UNIVERSITY BLVD Eastbound				S UNIVERSITY BLVD Westbound				CRESTHILL LN Northbound				CRESTHILL LN Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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	3,613		2	0	0	1
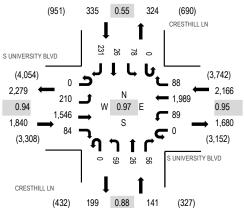
Location: 36 CRESTHILL LN & S UNIVERSITY BLVD PM
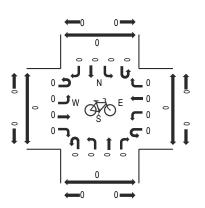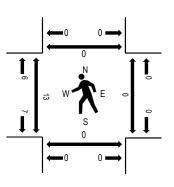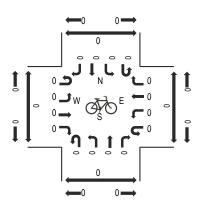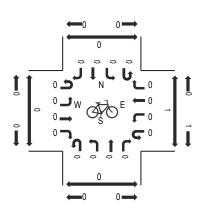
Date: Wednesday, November 13, 2024

Peak Hour: 03:30 PM - 04:30 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM
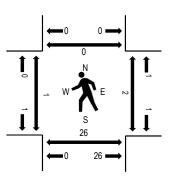
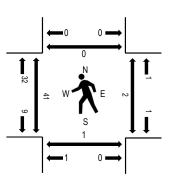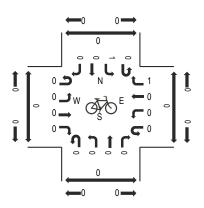## Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S UNIVERSITY BLVD Eastbound				S UNIVERSITY BLVD Westbound				CRESTHILL LN Northbound				CRESTHILL LN Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
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	4,482		1	2	26	0

Appendix C   Existing Traffic Signal Timing Plans

Station : 5 - University & Cresthill Ln (Standard File)

Phase [1.1.1]

	ϕ1 (WL)	ϕ2 (ET)	ϕ3 (NL)	ϕ4 (ST)	ϕ5 (EL)	ϕ6 (WT)	ϕ7 (SL)	ϕ8 (NT)	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Ped Clearance	0	13	0	31	0	18	0	33	0	0	0	0	0	0	0	0
Min Green	5	20	5	3	5	20	5	5	0	0	0	0	0	0	0	0
Gap Ext	1.5	3	1.5	2	2	3	1.5	2	0	0	0	0	0	0	0	0
Max1	20	50	15	50	25	50	20	35	0	0	0	0	0	0	0	0
Max2	10	20	8	15	15	20	10	15	0	0	0	0	0	0	0	0
Yellow Clr	3	4	3	3	3	4	3	3	3	3	3	3	3	3	3	3
Red Clr	2	2	1	2	2	2	1	2	2	2	2	2	2	2	2	2
Red Revert	5	5	5	5	5	5	5	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 (WL)	ϕ2 (ET)	ϕ3 (NL)	ϕ4 (ST)	ϕ5 (EL)	ϕ6 (WT)	ϕ7 (SL)	ϕ8 (NT)	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Enable	ON	ON	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																
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
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				5												
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				3				7								
Redirect P Calls To 1				8				4								
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		Reviewed By / Date

Station : 5 - University & Cresthill Ln (Standard File)

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
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	Enable Run	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	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]

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	ON	ON	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON	ON	ON
Call	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	8	0	0	0	0	0	0	8	0	0
Delay Time	0	0	0	0	0	0	3	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	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON				
Call	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	4	0	0	0	0	0	0	4	0	0	0	0
Delay Time	0	0	0	0	3	0	7.5	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 : 5 - University & Cresthill Ln (Standard File)

Channels/SDLC, Assign to Phases [1.8.1]

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	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

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	Included Phases	Modifer Phases	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	Conflicting Phases	Conflicting Overlaps	Conflicting Peds
Overlap 1			
Overlap 2			
Overlap 3			
Overlap 4			
Overlap 5			
Overlap 6			
Overlap 7			
Overlap 8			

Overlap Program Parameters+ [1.5.2.3]

#	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
FYAGapDet1	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
FYAGapDet3	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

Station : 5 - University & Cresthill Ln (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				
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	4	1	3
Dwell Cyc Veh 2	0	0	5	7	6	8
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	3	0	3	0
Exit 2	0	0	7	0	7	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	120	120	100	120												
Offset Time	100	60	70	43												
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
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	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	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	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

Station : 5 - University & Cresthill Ln (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	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	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	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	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	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	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	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

Station : 5 - University & Cresthill Ln (Standard File)

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	49	15	41	25	39	15	41								
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	22	71	12	15	17	76	12	15								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	31	14	43	14	29	14	43								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	43	12	43	17	48	12	43								
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																
Mode	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																
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																
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																
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																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 5 - University & Cresthill Ln (Standard File)

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																

Split Table 14	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 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																

Split Table 16	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 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																

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																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 20	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 21	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 22	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 23	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 24	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																

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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																

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	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																

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
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	NON	NON	NON	NON	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	NON	NON	NON	NON	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	NON	NON	NON	NON	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
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 5 - University & Cresthill Ln (Standard File)

TB Coor, Advanced Scheduler [4.3]

Day of Month columns are grouped under tens markers **1**, **2**, **3** above the digits (days 1–31).

Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
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	1	1	1	1	1	1	1	1	1	1	1
2	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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4																																																			1
5																																																			1
6																																																			1
7																																																			1
8																																																			1
9																																																			1
10	1													1	1	1	1	1	1	1																																10
11				1										1																					1	1	1	1	1	1	1	1								10
12							1							1	1	1	1	1														1																			10
13									1					1							1	1	1	1	1	1	1																							10
14											1						1															1	1	1	1	1	1	1	1											10
15										1				1	1	1	1	1	1														1																	10
16																																																			1
17	1													1							1																														10
18								1									1											1																						10
19								1						1															1																					10
20												1						1																	1															10
21												1	1																					1																10
22												1						1																															1	10
23																																																			1
24																																																			1

TB Coor, Day Plan [4.4]

Day Plan Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	19	22										
Minute																
Action	99	1	3	2	3	99										

Day Plan Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	21													
Minute		45															
Action	99	3	99														

Day Plan Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	15	19	22									
Minute					30											
Action	99	1	3	4	2	3	99									

Day Plan Table 4

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

Day Plan Table 5

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

Day Plan Table 6

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

Day Plan Table 7

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

Station : 5 - University & Cresthill Ln (Standard File)

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																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	21													
Minute		45														
Action	99	3	99													

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
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																
Minute																
Action																

Station : 5 - University & Cresthill Ln (Standard File)

TB Coor, Action Table [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						

Station : 5 - University & Cresthill Ln (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	Call Phases<				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 Phases				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 : 5 - University & Cresthill Ln (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]

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]

	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 : 30 - Quebec & Collegiate Dr (Standard File)

Phase [1.1.1]

	φ1	φ2 (NT)	φ3	φ4 (ET)	φ5 (NL)	φ6 (ST)	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
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 (NT)	φ3	φ4 (ET)	φ5 (NL)	φ6 (ST)	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
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	φ3	φ4	φ5	φ6	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
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	Reviewed By / Date

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

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
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	Enable Run	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	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]

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								

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

Channels/SDLC, Assign to Phases [1.8.1]

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	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

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	Included Phases							Modifer Phases							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	Conflicting Phases							Conflicting Overlaps							Conflicting Peds			
Overlap 1																		
Overlap 2																		
Overlap 3																		
Overlap 4																		
Overlap 5																		
Overlap 6																		
Overlap 7																		
Overlap 8																		

Overlap Program Parameters+ [1.5.2.3]

#	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
Lock Input	ON	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+ [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													
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
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								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	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	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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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	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	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	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	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	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	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	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		98		37	12	86		37								
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		103		37	15	88		37								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		83		37	12	71		37								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		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																

Split Table 5	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 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																

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																
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																
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																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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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																

Split Table 14	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 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																

Split Table 16	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 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																

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																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 20	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 21	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 22	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 23	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 24	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																

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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																

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	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																

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
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	NON	NON	NON	NON	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	NON	NON	NON	NON	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	NON	NON	NON	NON	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
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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TB Coor, Advanced Scheduler [4.3]

Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4																																																				1
5																																																			1
6																																																			1
7																																																			1
8																																																			1
9																																																			1
10	1													1	1	1	1	1		1																																10
11			1											1																														1	1	1	1	1	1	1	10
12						1								1	1	1	1	1															1																		10
13								1						1						1	1	1	1	1	1	1																									10
14										1							1																					1	1	1	1	1	1	1	1	1				10
15									1					1	1	1	1	1																				1													10
16																																																			1
17	1													1							1																														10
18				1													1					1																													10
19				1										1															1																						10
20									1								1																											1							10
21									1					1																																	1				10
22									1								1																																	1	10
23																																																			1
24																																																			1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	19	20										
Minute						30										
Action	99	1	3	2	3	99										

Day Plan Table 2	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 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	21													
Minute		15														
Action	99	3	99													

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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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																

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

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

Day Plan Table 12

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

Day Plan Table 13

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

Day Plan Table 14

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

Day Plan Table 15

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

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

TB Coor, Action Table [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						

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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	Call Phases<				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 Phases				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	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]

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]

	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)	φ3	φ4 (ET)	φ5 (NL)	φ6 (ST)	φ7	φ8 (WT)	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
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 (SL)	φ2 (NT)	φ3	φ4 (ET)	φ5 (NL)	φ6 (ST)	φ7	φ8 (WT)	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
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	φ3	φ4	φ5	φ6	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
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 / Date	Reviewed By / Date

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

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
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	Enable Run	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]

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]

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	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

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	Included Phases						Modifer Phases						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	Conflicting Phases						Conflicting Overlaps						Conflicting Peds					
Overlap 1																		
Overlap 2																		
Overlap 3																		
Overlap 4																		
Overlap 5																		
Overlap 6																		
Overlap 7																		
Overlap 8																		

Overlap Program Parameters+ [1.5.2.3]

#	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				
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	4	1	8
Dwell Cyc Veh 2	0	0	5	0	6	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	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	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	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	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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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	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	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	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	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	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	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	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Splits [2.7.1]

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	55		40	13	67		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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																
Mode	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																
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																
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																
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																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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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																

Split Table 14	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 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																

Split Table 16	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 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																

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																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 20	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 21	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 22	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 23	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 24	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																

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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																

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	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																

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
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	NON	NON	NON	NON	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	NON	NON	NON	NON	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	NON	NON	NON	NON	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
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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TB Coor, Advanced Scheduler [4.3]

Plan	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Su	Mo	Tu	We	Th	Fr	Sa	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Day Plan
1	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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6																																																			1
7																																																		1
8																																																		1
9																																																		1
10	1													1	1	1	1	1		1																																10
11			1											1																														1	1	1	1	1	1	1	1	10
12								1					1	1	1	1	1	1	1									1																								10
13							1							1						1	1	1	1	1	1	1	1																									10
14									1								1																							1	1	1	1	1	1	1	1			10
15										1				1	1	1	1	1	1																						1										10
16																																																			1
17	1													1													1																								10
18				1														1																	1																10
19				1											1																					1															10
20										1								1																												1					10
21										1				1																																	1				10
22										1								1																																1	10
23																																																			1
24																																																			1

TB Coor, Day Plan [4.4]

Day Plan Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	19	20										
Minute						30										
Action	99	1	3	2	3	99										

Day Plan Table 2

	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 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	21													
Minute		15														
Action	99	3	99													

Day Plan Table 4

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

Day Plan Table 5

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

Day Plan Table 6

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

Day Plan Table 7

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

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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																

Day Plan Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	21	23												
Minute		45	45													
Action	99	3	4	99												

Day Plan Table 11

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

Day Plan Table 12

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

Day Plan Table 13

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

Day Plan Table 14

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

Day Plan Table 15

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

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TB Coor, Action Table [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						

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	Call Phases<				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 Phases				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]

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]

	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

Intersection

Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⟳		⟲	⟲		⟲	⟰⟲		⟲	⟰⟲	
Traffic Vol, veh/h	6	2	17	17	0	132	5	1025	21	10	478	6
Future Vol, veh/h	6	2	17	17	0	132	5	1025	21	10	478	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	70	-	-	160	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	64	64	64	80	80	80	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	24	27	0	206	6	1281	26	11	549	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1228	1894	278	1604	1884	654	556	0	0	1307	0	0
Stage 1	575	575	-	1306	1306	-	-	-	-	-	-	-
Stage 2	653	1319	-	298	578	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	134	69	719	70	70	409	1011	-	-	525	-	-
Stage 1	470	501	-	169	228	-	-	-	-	-	-	-
Stage 2	423	225	-	686	499	-	-	-	-	-	-	-
Platoon blocked, %							-			-		
Mov Cap-1 Maneuver	65	67	719	64	68	409	1011	-	-	525	-	-
Mov Cap-2 Maneuver	65	67	-	64	68	-	-	-	-	-	-	-
Stage 1	467	490	-	168	227	-	-	-	-	-	-	-
Stage 2	208	224	-	646	489	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.4	30.9	0	0.2
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1011	-	-	171	64	409	525	-	-
HCM Lane V/C Ratio	0.006	-	-	0.206	0.415	0.504	0.022	-	-
HCM Control Delay (s)	8.6	-	-	31.4	96.5	22.4	12	-	-
HCM Lane LOS	A	-	-	D	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	1.6	2.8	0.1	-	-

Intersection

Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			←			⟷		↰		↰
Traffic Vol, veh/h	0	16	2	3	8	0	0	0	2	10	0	6
Future Vol, veh/h	0	16	2	3	8	0	0	0	2	10	0	6
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	-	-	-	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	70	70	70	25	25	25	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	20	3	4	11	0	0	0	8	20	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	23	0	0	47	41	22	45	-	11
Stage 1	-	-	-	-	-	-	22	22	-	19	-	-
Stage 2	-	-	-	-	-	-	25	19	-	26	-	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	0	-	-	1592	-	0	954	851	1055	957	0	1070
Stage 1	0	-	-	-	-	0	996	877	-	1000	0	-
Stage 2	0	-	-	-	-	0	993	880	-	992	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1592	-	-	942	848	1055	947	-	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	942	848	-	947	-	-
Stage 1	-	-	-	-	-	-	996	877	-	1000	-	-
Stage 2	-	-	-	-	-	-	979	877	-	984	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2	8.4	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	1055	-	-	1592	-	947	1070
HCM Lane V/C Ratio	0.008	-	-	0.003	-	0.021	0.011
HCM Control Delay (s)	8.4	-	-	7.3	0	8.9	8.4
HCM Lane LOS	A	-	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0.1	0

Intersection											
Int Delay, s/veh	2										

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	3	25	1	4	14	13	0	0	10	0	0	0
Future Vol, veh/h	3	25	1	4	14	13	0	0	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	65	65	65	63	63	63	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	38	2	6	22	20	0	0	16	0	0	0

Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	42	0	0	40	0	0	93	103	39			
Stage 1	-	-	-	-	-	-	49	49	-			
Stage 2	-	-	-	-	-	-	44	54	-			
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-			
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318			
Pot Cap-1 Maneuver	1567	-	-	1570	-	-	907	787	1033			
Stage 1	-	-	-	-	-	-	973	854	-			
Stage 2	-	-	-	-	-	-	978	850	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1567	-	-	1570	-	-	901	0	1033			
Mov Cap-2 Maneuver	-	-	-	-	-	-	901	0	-			
Stage 1	-	-	-	-	-	-	970	0	-			
Stage 2	-	-	-	-	-	-	974	0	-			

Approach	EB		WB		NB	
HCM Control Delay, s	0.8		0.9		8.5	
HCM LOS					A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	1033	1567	-	-	1570	-	-
HCM Lane V/C Ratio	0.015	0.003	-	-	0.004	-	-
HCM Control Delay (s)	8.5	7.3	0	-	7.3	0	-
HCM Lane LOS	A	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Intersection						
Int Delay, s/veh	5.1					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱		↰	↱	
Traffic Vol, veh/h	64	34	42	43	37	92
Future Vol, veh/h	64	34	42	43	37	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	47	47	63	63	56	56
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	136	72	67	68	66	164

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	350	148	230	0	-	0
Stage 1	148	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	647	899	1338	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	613	899	1338	-	-	-
Mov Cap-2 Maneuver	613	-	-	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	3.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1338	-	613	899	-	-
HCM Lane V/C Ratio	0.05	-	0.222	0.08	-	-
HCM Control Delay (s)	7.8	0	12.5	9.4	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	0.3	-	-

Intersection

Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⊕		↰	↱		↰	↑↱		↰	↑↱	
Traffic Vol, veh/h	6	6	8	19	1	115	9	734	37	97	956	20
Future Vol, veh/h	6	6	8	19	1	115	9	734	37	97	956	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	70	-	-	160	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	80	80	80	93	93	93	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	11	15	24	1	144	10	789	40	110	1086	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1733	2167	555	1598	2158	415	1109	0	0	829	0	0
Stage 1	1318	1318	-	829	829	-	-	-	-	-	-	-
Stage 2	415	849	-	769	1329	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	56	46	475	71	47	586	625	-	-	798	-	-
Stage 1	166	225	-	331	383	-	-	-	-	-	-	-
Stage 2	585	375	-	360	222	-	-	-	-	-	-	-
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	36	39	475	48	40	586	625	-	-	798	-	-
Mov Cap-2 Maneuver	36	39	-	48	40	-	-	-	-	-	-	-
Stage 1	163	194	-	326	377	-	-	-	-	-	-	-
Stage 2	433	369	-	283	191	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	138		31.9		0.1		0.9	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	625	-	-	59	48	524	798	-	-
HCM Lane V/C Ratio	0.015	-	-	0.628	0.495	0.277	0.138	-	-
HCM Control Delay (s)	10.9	-	-	138	138.4	14.5	10.2	-	-
HCM Lane LOS	B	-	-	F	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2.6	1.8	1.1	0.5	-	-

Intersection

Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↤			⬥		↰		↰
Traffic Vol, veh/h	0	21	1	7	23	0	3	0	1	7	0	4
Future Vol, veh/h	0	21	1	7	23	0	3	0	1	7	0	4
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	-	-	-	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	52	52	67	67	67	38	38	38	46	46	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	40	2	10	34	0	8	0	3	15	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	42	0	0	100	95	41	97	-	34
Stage 1	-	-	-	-	-	-	41	41	-	54	-	-
Stage 2	-	-	-	-	-	-	59	54	-	43	-	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	0	-	-	1567	-	0	881	795	1030	885	0	1039
Stage 1	0	-	-	-	-	0	974	861	-	958	0	-
Stage 2	0	-	-	-	-	0	953	850	-	971	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1567	-	-	869	789	1030	878	-	1039
Mov Cap-2 Maneuver	-	-	-	-	-	-	869	789	-	878	-	-
Stage 1	-	-	-	-	-	-	974	861	-	958	-	-
Stage 2	-	-	-	-	-	-	938	844	-	969	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	9	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	904	-	-	1567	-	878	1039
HCM Lane V/C Ratio	0.012	-	-	0.007	-	0.017	0.008
HCM Control Delay (s)	9	-	-	7.3	0	9.2	8.5
HCM Lane LOS	A	-	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0.1	0

Intersection

Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⯐			⯐			⯐				
Traffic Vol, veh/h	0	25	5	8	21	10	3	0	7	0	0	0
Future Vol, veh/h	0	25	5	8	21	10	3	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	67	67	67	63	63	63	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	36	7	12	31	15	5	0	11	0	0	0

Major/Minor	Major1			Major2			Minor1				
Conflicting Flow All	46	0	0	43	0	0	103	110	40		
Stage 1	-	-	-	-	-	-	40	40	-		
Stage 2	-	-	-	-	-	-	63	70	-		
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22		
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-		
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318		
Pot Cap-1 Maneuver	1562	-	-	1566	-	-	895	780	1031		
Stage 1	-	-	-	-	-	-	982	862	-		
Stage 2	-	-	-	-	-	-	960	837	-		
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1562	-	-	1566	-	-	888	0	1031		
Mov Cap-2 Maneuver	-	-	-	-	-	-	888	0	-		
Stage 1	-	-	-	-	-	-	982	0	-		
Stage 2	-	-	-	-	-	-	952	0	-		

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	983	1562	-	-	1566	-	-
HCM Lane V/C Ratio	0.016	-	-	-	0.008	-	-
HCM Control Delay (s)	8.7	0	-	-	7.3	0	-
HCM Lane LOS	A	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Intersection						
Int Delay, s/veh	5.4					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱		↰	↱	
Traffic Vol, veh/h	45	32	23	60	1	53
Future Vol, veh/h	45	32	23	60	1	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	43	43	86	86	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	74	27	70	1	79

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	165	41	80	0	-	0
Stage 1	41	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	826	1030	1518	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	810	1030	1518	-	-	-
Mov Cap-2 Maneuver	810	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1518	-	810	1030	-	-
HCM Lane V/C Ratio	0.018	-	0.129	0.072	-	-
HCM Control Delay (s)	7.4	0	10.1	8.8	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.2	-	-

Intersection

Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⬦			⬦			⬦			⬦	
Traffic Vol, veh/h	20	4	11	11	2	14	7	51	7	2	46	22
Future Vol, veh/h	20	4	11	11	2	14	7	51	7	2	46	22
Peak Hour Factor	0.58	0.58	0.58	0.84	0.84	0.84	0.75	0.75	0.75	0.54	0.54	0.54
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	7	19	13	2	17	9	68	9	4	85	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB		WB		NB		SB	
Opposing Approach	WB		EB		SB		NB	
Opposing Lanes	1		1		1		1	
Conflicting Approach Left	SB		NB		EB		WB	
Conflicting Lanes Left	1		1		1		1	
Conflicting Approach Right	NB		SB		WB		EB	
Conflicting Lanes Right	1		1		1		1	
HCM Control Delay	7.7		7.4		7.7		7.7	
HCM LOS	A		A		A		A	

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	57%	41%	3%
Vol Thru, %	78%	11%	7%	66%
Vol Right, %	11%	31%	52%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	35	27	70
LT Vol	7	20	11	2
Through Vol	51	4	2	46
RT Vol	7	11	14	22
Lane Flow Rate	87	60	32	130
Geometry Grp	1	1	1	1
Degree of Util (X)	0.1	0.073	0.038	0.143
Departure Headway (Hd)	4.153	4.361	4.237	3.979
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	852	826	850	889
Service Time	2.233	2.362	2.239	2.055
HCM Lane V/C Ratio	0.102	0.073	0.038	0.146
HCM Control Delay	7.7	7.7	7.4	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0.5

Intersection

Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✛			✛			✛			✛	
Traffic Vol, veh/h	21	5	10	7	2	10	16	51	17	11	52	22
Future Vol, veh/h	21	5	10	7	2	10	16	51	17	11	52	22
Peak Hour Factor	0.69	0.69	0.69	0.59	0.59	0.59	0.88	0.88	0.88	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	7	14	12	3	17	18	58	19	16	74	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB		WB		NB		SB	
Opposing Approach	WB		EB		SB		NB	
Opposing Lanes	1		1		1		1	
Conflicting Approach Left	SB		NB		EB		WB	
Conflicting Lanes Left	1		1		1		1	
Conflicting Approach Right	NB		SB		WB		EB	
Conflicting Lanes Right	1		1		1		1	
HCM Control Delay	7.7		7.4		7.7		7.7	
HCM LOS	A		A		A		A	
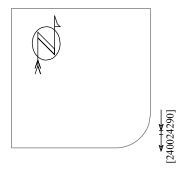
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	58%	37%	13%
Vol Thru, %	61%	14%	11%	61%
Vol Right, %	20%	28%	53%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	84	36	19	85
LT Vol	16	21	7	11
Through Vol	51	5	2	52
RT Vol	17	10	10	22
Lane Flow Rate	95	52	32	121
Geometry Grp	1	1	1	1
Degree of Util (X)	0.108	0.064	0.038	0.136
Departure Headway (Hd)	4.09	4.387	4.218	4.024
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	865	821	854	880
Service Time	2.168	2.388	2.22	2.098
HCM Lane V/C Ratio	0.11	0.063	0.037	0.138
HCM Control Delay	7.7	7.7	7.4	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.1	0.5
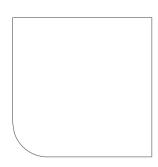
Appendix E   Crash Diagrams and Listings
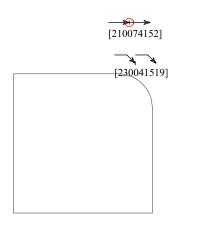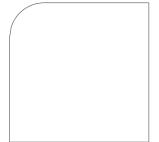
6 Crashes   Clear

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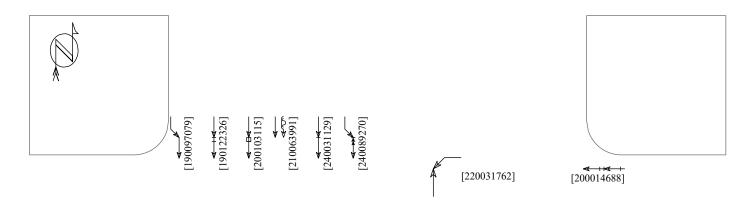
⟵ Straight	▱ Parked	⤬ Pedestrian	◁ 3rd Vehicle
⟵ Stopped	⟵ Weaving	⤬ Bicycle	⟵ₘ Motorcycle
⟵ Unknown	⟵ Changing Ln	○ Injury	⟵ Overturn
⟵ Backing	⟍ Right turn	● Fatality	
⟵ Overtaking	⟋ Left turn	⟐ Nighttime	Fixed objects:
⟵ Sideswipe	⟵ U-turn	⋈ DUI	□ General ⊠ Animal
			⊡ Public Obj ⊠ Private Obj
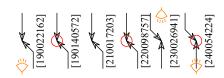
Crash Magic Online 11/13/2024

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

[190097079]
[190122326]
[200103115]
[210063991]
[240031129]
[240089270]

[220031762]

[200014688]

[190022162]
[190140572]
[210017203]
[220098757]
[230026941]
[240054224]

[200014684]
[190063197]

[210038102]

[240073059]
[230090716]
[230028413]
[220074727]
[220011819]
[200055946]
[200055931]
[190077813]

Legend

← Straight	⊏ Parked	✕ Pedestrian	◁ 3rd Vehicle
←+ Stopped	← Weaving	✗ Bicycle	←M– Motorcycle
← Unknown	← Changing Ln	○ Injury	←º Overturn
←» Backing	↘ Right turn	● Fatality	
←« Overtaking	↙ Left turn	Nighttime	Fixed objects:
← Sideswipe	↵ U-turn	⊠ DUI	□ General ⌖ Animal
			⊡ Public Obj ⊠ Private Obj

25 Crashes   Clear

Casetrackingid	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

89 Crashes   Clear

[240041182]

[240022018]

[230081904]

[200016256]

[220076791]

[240087338]

[230002257]

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[230055377]

[240071245]

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[220040315]

[190098199]

[200026849]

[220040624]

[200047444]

[220071789]

←— Straight	▱ Parked	⤬ Pedestrian	◁ 3rd Vehicle
←+ Stopped	←∿ Weaving	⤬ Bicycle	←M– Motorcycle
← Unknown	←∿∿ Changing Ln	○ Injury	←○ Overturn
←→ Backing	↘ Right turn	● Fatality	
←← Overtaking	↙ Left turn	◇ Nighttime	Fixed objects:
←⌒ Sideswipe	↪ U-turn	⋈ DUI	□ General ⊠ Animal
			⊡ Public Obj ⊞ Private Obj

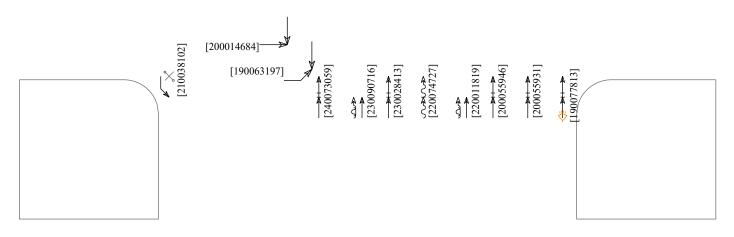89 Crashes   Clear

Casetrackingid	Accidenttime	Accidentdate	_Primarystreet	_Crossstreet	Onroadaddress	Numberinjured	Numberkilled	Harmfulevent1
190002678	2:49 pm	1/7/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190006734	3:20 pm	1/16/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190022096	2:54 pm	2/20/2019	CRESTHILL LN	UNIVERSITY BLVD		0	0	Front to Side
190027097	7:52 am	3/4/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190039387	7:25 am	4/2/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190040538	3:01 pm	4/4/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190047707	8:37 am	4/22/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Side
190054425	6:41 am	5/8/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190054431	7:24 am	5/8/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190082328	12:17 pm	7/17/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190092260	7:15 am	8/14/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190098199	7:10 pm	8/28/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Side
190103819	7:15 am	9/13/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190112039	5:35 pm	10/4/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190120881	11:10 am	10/26/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190122329	5:36 pm	10/30/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190130609	3:29 pm	11/21/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190133667	9:44 am	11/30/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190136387	12:40 pm	12/7/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190137448	3:57 pm	12/10/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
190138823	4:57 pm	12/13/2019	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200003170	2:04 pm	1/9/2020	CRESTHILL LN	UNIVERSITY BLVD		0	0	Front to Side
200011654	2:55 pm	1/30/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200016256	5:47 pm	2/11/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200019683	3:23 pm	2/19/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200025077	7:14 am	3/4/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200025849	7:00 pm	3/5/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Front

Casetrackingid	Accidenttime	Accidentdate	_Primarystreet	_Crossstreet	Onroadaddress	Numberinjured	Numberkilled	Harmfulevent1
200026849	4:24 pm	3/8/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200047444	5:34 pm	5/15/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200051560	12:00 pm	5/29/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200052375	9:00 pm	5/31/2020	CRESTHILL LN	UNIVERSITY BLVD		0	0	Front to Side
200059674	12:25 pm	6/23/2020	UNIVERSITY BLVD	CRESTHILL LN		1	0	Front to Rear
200073740	11:32 am	8/8/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
200095737	8:40 am	10/21/2020	UNIVERSITY BLVD	CRESTHILL LN		1	0	Front to Rear
200110828	1:03 pm	12/15/2020	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210009127	4:15 pm	2/1/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210023738	7:10 am	3/25/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210037748	2:50 pm	5/13/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210052373	11:10 am	6/29/2021	UNIVERSITY BLVD	CRESTHILL LN		2	0	Front to Rear
210052676	12:28 pm	6/30/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Side to Side - Same Direction
210054969	1:30 pm	7/7/2021	CRESTHILL LN	UNIVERSITY BLVD		0	0	Front to Side
210064811	2:50 pm	8/10/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210069057	3:38 pm	8/25/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210073602	3:31 pm	9/10/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210076407	2:32 pm	9/20/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210097270	7:37 am	12/6/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210099555	5:11 pm	12/14/2021	UNIVERSITY BLVD	CRESTHILL LN		1	0	Front to Rear
210101087	4:27 pm	12/20/2021	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
210102587	9:46 pm	12/26/2021	CRESTHILL LN	UNIVERSITY BLVD		0	0	Front to Side
220003757	4:37 pm	1/16/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Side
220004858	4:37 pm	1/20/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220008750	7:25 am	2/4/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220030815	7:19 am	4/21/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220032216	11:40 am	4/26/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220037338	2:57 pm	5/13/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220040315	3:14 pm	5/23/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220040624	4:59 pm	5/24/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear

Casetrackingid	Accidenttime	Accidentdate	_Primarystreet	_Crossstreet	Onroadaddress	Numberinjured	Numberkilled	Harmfulevent1
220051622	8:35 am	6/30/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220071789	5:15 pm	9/8/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220075882	8:05 am	9/23/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220076791	2:50 pm	9/26/2022	CRESTHILL LN	UNIVERSITY BLVD		0	0	Front to Rear
220078222	4:26 pm	9/30/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
220095100	4:08 pm	12/2/2022	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230002007	5:41 pm	1/9/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230002257	5:24 pm	1/10/2023	UNIVERSITY BLVD	CRESTHILL LN		1	0	Front to Rear
230037602	3:47 pm	5/3/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230039226	5:12 pm	5/8/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230040309	9:18 am	5/12/2023	CRESTHILL LN	UNIVERSITY BLVD		0	0	Side to Side - Same Direction
230042234	5:54 pm	5/18/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230042760	1:53 pm	5/20/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230048755	1:26 pm	6/8/2023	UNIVERSITY BLVD	CRESTHILL LN		1	0	Front to Side
230055377	6:50 pm	6/28/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230055867	8:51 am	6/30/2023	UNIVERSITY BLVD	CRESTHILL LN		1	0	Front to Side
230069579	11:55 am	8/11/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Side
230075197	3:17 pm	8/29/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Side
230081904	12:57 pm	9/21/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230083749	1:45 pm	9/27/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
230092348	7:48 am	10/26/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Side to Side - Same Direction
230097570	9:27 am	11/13/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Side
230108538	5:10 pm	12/20/2023	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
240022018	12:00 pm	3/5/2024	CRESTHILL LN	UNIVERSITY BLVD		0	0	Front to Rear
240027988	8:57 am	3/26/2024	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
240032497	3:30 pm	4/8/2024	CRESTHILL LN	UNIVERSITY BLVD		1	0	Bicycle / Motorized Bicycle
240041182	8:53 pm	5/3/2024	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
240071245	7:50 pm	7/30/2024	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Side
240081836	9:08 am	8/31/2024	CRESTHILL LN	UNIVERSITY BLVD		2	0	Front to Side
240087338	4:53 pm	9/17/2024	CRESTHILL LN	UNIVERSITY BLVD		1	0	Bicycle / Motorized Bicycle

Casetrackingid	Accidenttime	Accidentdate	_Primarystreet	_Crossstreet	Onroadaddress	Numberinjured	Numberkilled	Harmfulevent1
240093339	9:32 pm	10/7/2024	UNIVERSITY BLVD	CRESTHILL LN		0	0	Front to Rear
240099913	1:46 pm	10/29/2024	UNIVERSITY BLVD	CRESTHILL LN		1	0	Front to Front

Casetrackingid	Accidenttime	Accidentdate	_Primarystreet	_Crossstreet	Onroadaddress	Numberinjured	Numberkilled	Harmfulevent1

Appendix F   **Projected Level of Service Reports**

Intersection

Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↭		↱	⇂		↱	↑↱		↱	↑↱	
Traffic Vol, veh/h	6	2	17	16	0	189	5	1025	20	69	478	6
Future Vol, veh/h	6	2	17	16	0	189	5	1025	20	69	478	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	70	-	-	160	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	64	64	64	80	80	80	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	24	25	0	295	6	1281	25	79	549	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1364	2029	278	1740	2020	653	556	0	0	1306	0	0
Stage 1	711	711	-	1306	1306	-	-	-	-	-	-	-
Stage 2	653	1318	-	434	714	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	106	57	719	56	58	410	1011	-	-	526	-	-
Stage 1	390	434	-	169	228	-	-	-	-	-	-	-
Stage 2	423	225	-	570	433	-	-	-	-	-	-	-
Platoon blocked, %							-	-		-	-	
Mov Cap-1 Maneuver	26	48	719	46	49	410	1011	-	-	526	-	-
Mov Cap-2 Maneuver	26	48	-	46	49	-	-	-	-	-	-	-
Stage 1	388	369	-	168	227	-	-	-	-	-	-	-
Stage 2	118	224	-	465	368	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	75.8	42.6	0	1.6
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1011	-	-	84	46	410	526	-	-
HCM Lane V/C Ratio	0.006	-	-	0.419	0.543	0.72	0.151	-	-
HCM Control Delay (s)	8.6	-	-	75.8	152.9	33.3	13.1	-	-
HCM Lane LOS	A	-	-	F	F	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.7	2	5.6	0.5	-	-

Intersection											
Int Delay, s/veh	4.7										

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⬆			⬅			⬍		⬏		
Traffic Vol, veh/h	1	16	2	3	8	0	0	0	2	9	0	6
Future Vol, veh/h	1	16	2	3	8	0	0	0	2	9	0	6
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	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	70	70	70	25	25	25	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	20	3	4	11	0	0	0	8	18	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	11	0	0	23	0	0	49	43	22	47	-	11
Stage 1	-	-	-	-	-	-	24	24	-	19	-	-
Stage 2	-	-	-	-	-	-	25	19	-	28	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1608	-	-	1592	-	0	951	849	1055	954	0	1070
Stage 1	-	-	-	-	-	0	994	875	-	1000	0	-
Stage 2	-	-	-	-	-	0	993	880	-	989	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1608	-	-	1592	-	-	938	846	1055	944	-	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	938	846	-	944	-	-
Stage 1	-	-	-	-	-	-	993	874	-	999	-	-
Stage 2	-	-	-	-	-	-	979	877	-	981	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	2	8.4	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	1055	1608	-	-	1592	-	991
HCM Lane V/C Ratio	0.008	0.001	-	-	0.003	-	0.03
HCM Control Delay (s)	8.4	7.2	-	-	7.3	0	8.7
HCM Lane LOS	A	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⟷			⟷			⟷				
Traffic Vol, veh/h	3	24	1	4	14	11	0	0	10	0	0	0
Future Vol, veh/h	3	24	1	4	14	11	0	0	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	65	65	65	63	63	63	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	36	2	6	22	17	0	0	16	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	39	0	0	38	0	0	90	98	37
Stage 1	-	-	-	-	-	-	47	47	-
Stage 2	-	-	-	-	-	-	43	51	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1571	-	-	1572	-	-	910	792	1035
Stage 1	-	-	-	-	-	-	975	856	-
Stage 2	-	-	-	-	-	-	979	852	-
Platoon blocked, %		-	-		-	-		-	
Mov Cap-1 Maneuver	1571	-	-	1572	-	-	904	0	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	904	0	-
Stage 1	-	-	-	-	-	-	972	0	-
Stage 2	-	-	-	-	-	-	975	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.8	1	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	1035	1571	-	-	1572	-	-
HCM Lane V/C Ratio	0.015	0.003	-	-	0.004	-	-
HCM Control Delay (s)	8.5	7.3	0	-	7.3	0	-
HCM Lane LOS	A	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Intersection						
Int Delay, s/veh	8.2					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱		↰	↱	
Traffic Vol, veh/h	133	45	55	43	37	165
Future Vol, veh/h	133	45	55	43	37	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	47	47	63	63	56	56
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	283	96	87	68	66	295

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	456	214	361	0	-	0
Stage 1	214	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	562	826	1198	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	520	826	1198	-	-	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.4	4.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1198	-	520	826	-	-
HCM Lane V/C Ratio	0.073	-	0.544	0.116	-	-
HCM Control Delay (s)	8.2	0	19.9	9.9	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	3.2	0.4	-	-

Intersection

Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↰	↱		↰	↑↱		↰	↑↱	
Traffic Vol, veh/h	6	6	8	19	1	171	9	734	26	152	956	20
Future Vol, veh/h	6	6	8	19	1	171	9	734	26	152	956	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	70	-	-	160	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	80	80	80	93	93	93	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	11	15	24	1	214	10	789	28	173	1086	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1859	2281	555	1718	2278	409	1109	0	0	817	0	0
Stage 1	1444	1444	-	823	823	-	-	-	-	-	-	-
Stage 2	415	837	-	895	1455	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	45	39	475	58	39	592	625	-	-	807	-	-
Stage 1	139	195	-	334	386	-	-	-	-	-	-	-
Stage 2	585	380	-	302	193	-	-	-	-	-	-	-
Platoon blocked, %							-	-		-	-	
Mov Cap-1 Maneuver	23	30	475	33	30	592	625	-	-	807	-	-
Mov Cap-2 Maneuver	23	30	-	33	30	-	-	-	-	-	-	-
Stage 1	137	153	-	329	380	-	-	-	-	-	-	-
Stage 2	367	374	-	213	152	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	250.5	39.4	0.1	1.4
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	625	-	-	42	33	534	807	-	-
HCM Lane V/C Ratio	0.015	-	-	0.882	0.72	0.403	0.214	-	-
HCM Control Delay (s)	10.9	-	-	250.5	249.3	16.2	10.7	-	-
HCM Lane LOS	B	-	-	F	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	3.4	2.5	1.9	0.8	-	-

Intersection

Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑⤸			⤆↑			⯐		⤹		
Traffic Vol, veh/h	0	21	1	7	23	0	3	0	1	6	0	4
Future Vol, veh/h	0	21	1	7	23	0	3	0	1	6	0	4
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	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	52	52	67	67	67	38	38	38	46	46	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	40	2	10	34	0	8	0	3	13	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	42	0	0	100	95	41	97	-	34
Stage 1	-	-	-	-	-	-	41	41	-	54	-	-
Stage 2	-	-	-	-	-	-	59	54	-	43	-	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	0	-	-	1567	-	0	881	795	1030	885	0	1039
Stage 1	0	-	-	-	-	0	974	861	-	958	0	-
Stage 2	0	-	-	-	-	0	953	850	-	971	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1567	-	-	869	789	1030	878	-	1039
Mov Cap-2 Maneuver	-	-	-	-	-	-	869	789	-	878	-	-
Stage 1	-	-	-	-	-	-	974	861	-	958	-	-
Stage 2	-	-	-	-	-	-	938	844	-	969	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	9	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	904	-	-	1567	-	936
HCM Lane V/C Ratio	0.012	-	-	0.007	-	0.023
HCM Control Delay (s)	9	-	-	7.3	0	8.9
HCM Lane LOS	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0.1

Intersection

Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⬦			⬦			⬦				
Traffic Vol, veh/h	0	27	5	8	21	9	3	0	7	0	0	0
Future Vol, veh/h	0	27	5	8	21	9	3	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	67	67	67	63	63	63	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	39	7	12	31	13	5	0	11	0	0	0

Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	44	0	0	46	0	0	105	111	43			
Stage 1	-	-	-	-	-	-	43	43	-			
Stage 2	-	-	-	-	-	-	62	68	-			
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-			
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318			
Pot Cap-1 Maneuver	1564	-	-	1562	-	-	893	779	1027			
Stage 1	-	-	-	-	-	-	979	859	-			
Stage 2	-	-	-	-	-	-	961	838	-			
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1564	-	-	1562	-	-	886	0	1027			
Mov Cap-2 Maneuver	-	-	-	-	-	-	886	0	-			
Stage 1	-	-	-	-	-	-	979	0	-			
Stage 2	-	-	-	-	-	-	953	0	-			

Approach	EB		WB		NB	
HCM Control Delay, s	0		1.5		8.7	
HCM LOS					A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	980	1564	-	-	1562	-	-
HCM Lane V/C Ratio	0.016	-	-	-	0.008	-	-
HCM Control Delay (s)	8.7	0	-	-	7.3	0	-
HCM Lane LOS	A	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Intersection

Int Delay, s/veh	6.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱		↲	↳	
Traffic Vol, veh/h	109	43	33	60	53	107
Future Vol, veh/h	109	43	33	60	53	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	43	43	86	86	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	253	100	38	70	79	160

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	305	159	239	0	-	0
Stage 1	159	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	687	886	1328	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	666	886	1328	-	-	-
Mov Cap-2 Maneuver	666	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	881	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	2.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1328	-	666	886	-	-
HCM Lane V/C Ratio	0.029	-	0.381	0.113	-	-
HCM Control Delay (s)	7.8	0	13.7	9.6	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	0.4	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⊕			⊕			⊕			⊕	
Traffic Vol, veh/h	19	4	9	11	2	13	6	54	7	2	50	21
Future Vol, veh/h	19	4	9	11	2	13	6	54	7	2	50	21
Peak Hour Factor	0.58	0.58	0.58	0.84	0.84	0.84	0.75	0.75	0.75	0.54	0.54	0.54
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	7	16	13	2	15	8	72	9	4	93	39
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB		WB		NB		SB	
Opposing Approach	WB		EB		SB		NB	
Opposing Lanes	1		1		1		1	
Conflicting Approach Left	SB		NB		EB		WB	
Conflicting Lanes Left	1		1		1		1	
Conflicting Approach Right	NB		SB		WB		EB	
Conflicting Lanes Right	1		1		1		1	
HCM Control Delay	7.7		7.4		7.7		7.8	
HCM LOS	A		A		A		A	

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	59%	42%	3%
Vol Thru, %	81%	12%	8%	68%
Vol Right, %	10%	28%	50%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	32	26	73
LT Vol	6	19	11	2
Through Vol	54	4	2	50
RT Vol	7	9	13	21
Lane Flow Rate	89	55	31	135
Geometry Grp	1	1	1	1
Degree of Util (X)	0.103	0.067	0.037	0.15
Departure Headway (Hd)	4.143	4.404	4.266	3.985
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	854	818	844	890
Service Time	2.223	2.405	2.267	2.059
HCM Lane V/C Ratio	0.104	0.067	0.037	0.152
HCM Control Delay	7.7	7.7	7.4	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0.5

Intersection

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✛			✛			✛			✛	
Traffic Vol, veh/h	20	5	8	7	2	10	15	55	17	9	55	21
Future Vol, veh/h	20	5	8	7	2	10	15	55	17	9	55	21
Peak Hour Factor	0.69	0.69	0.69	0.59	0.59	0.59	0.88	0.88	0.88	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	7	12	12	3	17	17	63	19	13	79	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB		WB		NB		SB	
Opposing Approach	WB		EB		SB		NB	
Opposing Lanes	1		1		1		1	
Conflicting Approach Left	SB		NB		EB		WB	
Conflicting Lanes Left	1		1		1		1	
Conflicting Approach Right	NB		SB		WB		EB	
Conflicting Lanes Right	1		1		1		1	
HCM Control Delay	7.7		7.4		7.7		7.7	
HCM LOS	A		A		A		A	

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	61%	37%	11%
Vol Thru, %	63%	15%	11%	65%
Vol Right, %	20%	24%	53%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	33	19	85
LT Vol	15	20	7	9
Through Vol	55	5	2	55
RT Vol	17	8	10	21
Lane Flow Rate	99	48	32	121
Geometry Grp	1	1	1	1
Degree of Util (X)	0.112	0.059	0.038	0.136
Departure Headway (Hd)	4.085	4.421	4.221	4.023
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	867	815	853	882
Service Time	2.159	2.422	2.223	2.093
HCM Lane V/C Ratio	0.114	0.059	0.038	0.137
HCM Control Delay	7.7	7.7	7.4	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.1	0.5

Mitigation Scenario

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⬥		⬆	⬆		⬆	⬆⬆		⬆	⬆⬆	
Traffic Volume (vph)	6	2	17	16	0	189	5	1025	20	69	478	6
Future Volume (vph)	6	2	17	16	0	189	5	1025	20	69	478	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	70		0	160		0	180		0
Storage Lanes	0		0	1		0	1		0	0		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	0.95	0.95
Frt		0.907			0.850			0.997			0.998	
Flt Protected		0.989		0.950			0.950			0.950		
Satd. Flow (prot)	0	1671	0	1770	1583	0	1770	3529	0	1770	3532	0
Flt Permitted		0.923		0.734			0.434			0.133		
Satd. Flow (perm)	0	1559	0	1367	1583	0	808	3529	0	248	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			48			5			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		100			1470			514			483	
Travel Time (s)		2.3			33.4			11.7			11.0	
Peak Hour Factor	0.71	0.71	0.71	0.64	0.64	0.64	0.80	0.80	0.80	0.87	0.87	0.87
Adj. Flow (vph)	8	3	24	25	0	295	6	1281	25	79	549	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	0	25	295	0	6	1306	0	79	556	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	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		37.5	37.5		37.5	37.5	
Total Split (%)	37.5%	37.5%		37.5%	37.5%		62.5%	62.5%		62.5%	62.5%	
Maximum Green (s)	18.0	18.0		18.0	18.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		18.0		18.0	18.0		33.0	33.0		33.0	33.0	
Actuated g/C Ratio		0.30		0.30	0.30		0.55	0.55		0.55	0.55	
v/c Ratio		0.07		0.06	0.58		0.01	0.67		0.58	0.29	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		9.2		15.6	20.2		6.4	11.8		31.7	7.7	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		9.2		15.6	20.2		6.4	11.8		31.7	7.7	
LOS		A		B	C		A	B		C	A	
Approach Delay		9.2			19.8			11.8			10.7	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)		3		6	73		1	158		17	50	
Queue Length 95th (ft)		14		15	86		5	180		#77	72	
Internal Link Dist (ft)		20			1390			434			403	
Turn Bay Length (ft)				70			160			180		
Base Capacity (vph)		484		410	508		444	1943		136	1943	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.07		0.06	0.58		0.01	0.67		0.58	0.29	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 140:

Ø2 (R)		Ø4
37.5 s		22.5 s
Ø6 (R)		Ø8
37.5 s		22.5 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⟷		↰	↱		↰	↑↑		↰	↑↑	
Traffic Volume (vph)	6	6	8	19	1	171	9	734	26	152	956	20
Future Volume (vph)	6	6	8	19	1	171	9	734	26	152	956	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	70		0	160		0	180		0
Storage Lanes	0		0	1		0	1		0	0		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	0.95	0.95
Frt		0.945			0.851			0.995			0.997	
Flt Protected		0.985		0.950			0.950			0.950		
Satd. Flow (prot)	0	1734	0	1770	1585	0	1770	3522	0	1770	3529	0
Flt Permitted		0.910		0.733			0.191			0.302		
Satd. Flow (perm)	0	1602	0	1365	1585	0	356	3522	0	563	3529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			166			9			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		100			1470			514			483	
Travel Time (s)		2.3			33.4			11.7			11.0	
Peak Hour Factor	0.54	0.54	0.54	0.80	0.80	0.80	0.93	0.93	0.93	0.88	0.88	0.88
Adj. Flow (vph)	11	11	15	24	1	214	10	789	28	173	1086	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	24	215	0	10	817	0	173	1109	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	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		37.5	37.5		37.5	37.5	
Total Split (%)	37.5%	37.5%		37.5%	37.5%		62.5%	62.5%		62.5%	62.5%	
Maximum Green (s)	18.0	18.0		18.0	18.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		18.0		18.0	18.0		33.0	33.0		33.0	33.0	
Actuated g/C Ratio		0.30		0.30	0.30		0.55	0.55		0.55	0.55	
v/c Ratio		0.08		0.06	0.36		0.05	0.42		0.56	0.57	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		11.4		15.6	7.1		7.1	8.6		17.6	10.3	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		11.4		15.6	7.1		7.1	8.6		17.6	10.3	
LOS		B		B	A		A	A		B	B	
Approach Delay		11.4			8.0			8.6			11.3	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		6		6	13		2	80		37	123	
Queue Length 95th (ft)		12		18	43		8	115		94	166	
Internal Link Dist (ft)		20			1390			434			403	
Turn Bay Length (ft)				70			160			180		
Base Capacity (vph)		491		409	591		195	1941		309	1943	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.08		0.06	0.36		0.05	0.42		0.56	0.57	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 10.0	Intersection LOS: B
Intersection Capacity Utilization 53.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 140:

Appendix G   School Questionnaire

Review: DCSD Traffic and Pedestrian Safety Questionnaire

Respondent

3   Anonymous

11:25

Time to complete

1. What school do you represent?   Score   / 0 pts

> Arrowwood Elementary School

2. Please provide your name.   Score   / 0 pts

> Chrystal Wood

3. Please provide your email.   Score   / 0 pts

> clwood1@dcsdk12.org

4. 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

> Our crosswalks are in adequate spots. Yes, our families abide by these crosswalks. We occasionally have to remind families right out front to not hop the fence and come through the crosswalk there. I would love to have a cross walk with flashing lights at the Arrowwood/Wildcat reserve Parkway crossroad since we have families that live across Wildcat and kids cross there.

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

> Our bus loop is where our 2 busses and 3rd party cars pick up any of our riders. Our car rider line out front runs very smoothly and efficiently. Other families park in a variety of place and walk over to pick up their kids and then walk them to the spot they've parked.

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

> This blurb is in my monthly newsletter to families: Hello~ If you use the car rider line to drop and pick up your child, you may have noticed that we have coned off the handicap parking spaces. These spaces need to be left open for any of our families that need to park in these spots. Starting tomorrow, you will see a #1 sign which will signify the first spot to pull up to for drop off and pick up. Please do not drop your kids beside the cones because it creates a traffic jam. Instead, pull up to the #1 spot and the cars behind you will align the red curb to do their drop off as well. As soon as your child exits the car, you can pull out of that space. This will allow for everyone to have a parking spot and be safe in this line. Some of our 6th grade students are helping out with car rider. On the days they come to help, they will help open car rider doors to make this process smoother and easier on you and your child. As a reminder, please do not drop your child off in the parking lot. This also creates a safety concern. If you want to park in the lot and walk your child in, please feel free to, but if you are just dropping, you'll need to use the car rider line. Please reach out if you have any questions.

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 perfect for the amount of students we currently have. If we increase with the pairings, we will need to expand our parking lot and rethink our car rider line. The only visibility challenges out of the parking lot are overgrown trees that the grounds people are not taking care of.

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, generally all traffic laws are followed. We have to talk to a handful of parents and/or get our SRO involved in those cases. We do have some difficulty in card rider line with people dropping in the handicap spaces right in front of the school so we recently created a coned system there.

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. There are no other conflicts since we only have 2 busses and our 3rd party car services there. Our severe needs students dismiss at that bus loop so our severe needs families pick up over there as well. It would be nice to have some additional parking in the bus loop since it's so large.

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

> The one area that does not feel safe is the Arrowwood/Wildcat crossroad. Kids live on the other side of Wildcat and often will try and cross right there. We do not have an official cross walk there and it would be nice to have one put in with lights.

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

4. 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.