TRAILBLAZER ELEMENTARY TO COYOTE CREEK ELEMENTARY CONSOLIDATION

Traffic Impact Study

Project Number: 1124175

Prepared For: Douglas County School District

March 21, 2025



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

March 21, 2025

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EXECUTIVE SUMMARY

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

Coyote Creek has a parking area to the south of the school, with an access point on Baneberry Court, and a designated drop-off lane with two access points on Westridge Village Parkway. Pedestrian crosswalks are located at the intersection of Baneberry Court at Baneberry Place, the intersection of Baneberry Court at Westridge Village Parkway, and near the western access of the drop-off lane on Westridge Village Parkway. School bus service is provided for individuals within Coyote Creek's attendance boundary but is restricted to individuals living more than one mile from the school. This bus service will be expanded for Trailblazer students who qualify after relocating to Coyote Creek.

The projected 2028-2029 combined enrollment is 1,211. These projected combined enrollment numbers are 141 percent more than the previous maximum Coyote Creek enrollment. When the existing traffic is relocated to the new school, additional students will be eligible to take the bus. It is anticipated that about 1/3 of the Trailblazer students will be newly eligible to take the bus to school. Students who currently walk to Trailblazer are unlikely to walk to Coyote Creek due to distance and crossing a major roadway, therefore, it is assumed that these students will now be driven to school and count as a new vehicular trip to Coyote Creek. Taking into account the estimated street parking trips, the ingress/egress trips, pedestrians and bicyclists converted to vehicle trips, anticipated carpooling and the subtraction of new bus ridership, the resulting increase in trip demand for Coyote Creek is about 270 trips during the morning peak hour and 290 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. Consolidation of the schools will increase traffic at Coyote Creek with more vehicles using on-street parking, the school parking lot, and the pick-off/drop-off lanes. This will increase impacts to the surrounding roadways during pick-up and drop-off times.

Although increased traffic is expected around Coyote Creek with the increased enrollment, no traffic mitigation measures are recommended. Douglas County recognizes there will be increased delays around the school during 15-minute peak periods at pick-up and drop-off times.



1. INTRODUCTION

1.1 Study Purpose and Scope

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

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

1.2 Study Area

Coyote Creek Elementary School is located at 2861 Baneberry Court in the southwest region of Highlands Ranch. This is near the intersection of Westridge Village Parkway and Baneberry Court. The parcel number for the property is 22917403050. 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:

- Highlands Ranch Parkway at Westridge Village Parkway
- Highlands Ranch Parkway at Wildcat Reserve Parkway/Spring Hill Parkway
- Highlands Ranch Parkway at Foothills Canyon Boulevard
- Westridge Village Parkway at Baneberry Court
- Baneberry Place at Baneberry Court

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

Coyote Creek

Coyote Creek has a start time of 8:40 AM and an end time of 3:30 PM. The school is located in the neighborhood to the south of the intersection of Highlands Ranch Parkway at Wildcat Reserve Parkway. Coyote Creek has a parking area to the south of the school, with an access point on Baneberry Court, and a designated drop-off lane with two access points on Westridge Village Parkway. Pedestrian crosswalks are located at the intersection of Baneberry Court at Baneberry Place, the intersection of Baneberry Court at Westridge Village Parkway, and near the western access of the drop-off lane on Westridge Village Parkway. Coyote Creek has a maximum Capacity of 800 students but the largest enrollment since 2013 is 502 students.

School bus service is provided for individuals within Coyote Creek's attendance boundary but is restricted to individuals living more than one mile from the school. **Figure 2** depicts Coyote Creek's local attendance boundary in blue with the orange circle representing the walking radius. As depicted, the entire local attendance boundary is within one mile, so no local bus service is provided. However, Coyote Creek does serve a portion of the developing Sterling Ranch neighborhood to the southwest and three school bus routes are provided from that neighborhood to Coyote Creek. As of November 2024, 169 individuals are eligible to receive bus service, and 141 individuals have used the bus service which is an 83 percent rate.

Trailblazer

Trailblazer has a start time of 8:30 AM and an end time of 3:30 PM. The school is located in the neighborhood to the northwest of the intersection of Wildcat Reserve Parkway at Highlands Ranch Parkway. Trailblazer has a maximum Capacity of 800 students but the largest enrollment since 2013 is 508 students.

School bus service is provided for individuals within Trailblazer's attendance boundary but is restricted to individuals living more than one mile from the school. **Figure 3** depicts Trailblazer's local attendance boundary in grey with the orange circle representing the walking radius. As depicted, the entire local attendance boundary is within one mile, so no local bus service is provided. However, Trailblazer does serve a portion of the developing Sterling Ranch neighborhood to the southwest and one school bus route is provided from that neighborhood to Trailblazer. As of November 2024, 20 individuals are eligible to receive bus service, and 14 individuals have used the bus service which is a 70 percent rate. Most of the students attending Trailblazer do not live within 1 mile of Coyote Creek. Therefore, they would qualify for bus service to Coyote Creek.



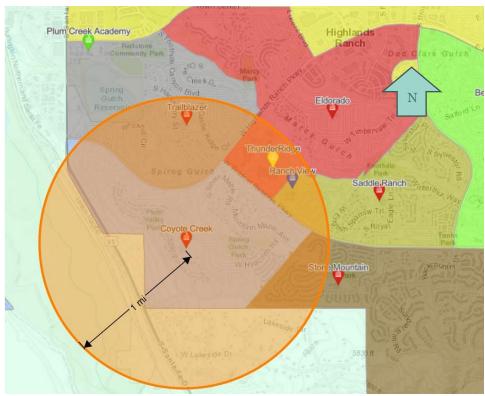


Figure 2: Coyote Creek Bus Service Map

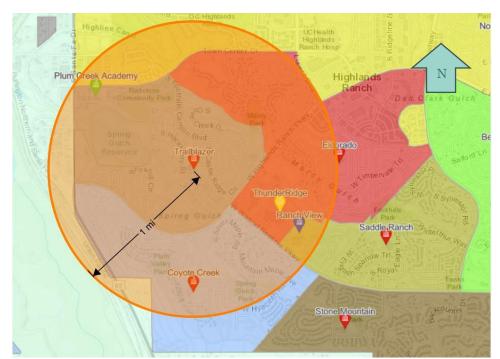


Figure 3: Trailblazer Bus Service Map



2. EXISTING CONDITIONS

2.1 Site Observation

A site observation was performed at Coyote Creek on November 12, 2024. Field notes from the site observation are included in **Appendix A**. The morning site observation was conducted from 8:00 AM through 9:30 AM and the afternoon site observation was conducted from 2:45 PM through 4:15 PM. Key observations included:

- Congestion on Westridge Village Parkway
- Vehicles Parked in bike lanes
- Sight visibility challenges for vehicles exiting parking lot

2.2 Roadway Network

The Highlands Ranch roadway network is maintained by Douglas County. Coyote Creek is situated within a built-out neighborhood and is surrounded by local and neighborhood collector streets. The primary access to the neighborhood is from Highlands Ranch Parkway at Westridge Village Parkway with Highlands Ranch Parkway being the main arterial street closest to the school. Westridge Village Parkway extends from the school entrance to a signalized intersection at Highlands Ranch Parkway.

Trailblazer traffic driving to Coyote Creek will mainly use Spring Hill Parkway, Highlands Ranch Parkway, and Westridge Village Parkway. **Figure 4** depicts the most likely route that would be taken from Trailblazer to Coyote Creek.

School zone flashers operate from 8:10 to 8:50 AM and from 3:20 to 4:00PM. Three school zone flashers are in the vicinity of Coyote Creek. One is on Baneberry Court approximately 100 feet south of the school property line. Two flashers are on Westridge Village Parkway: one at Baneberry Court and another at Hyacinth Street.





Figure 4 - Route from Trailblazer to Coyote Creek

Highlands Ranch Parkway at Westridge Village Parkway/Deer Creek Street

The intersection of Highlands Ranch Parkway at Westridge Village Parkway/Deer Creek Street is signalized with protected/permissive left-turn lanes/phases for Highlands Ranch Parkway Traffic and permissive movements for Westridge Village Parkway. **Figure 5** shows an aerial of the intersection with the current intersection layout.

The Highlands Ranch Parkway left-turn lanes have approximately 100 feet of storage length and 100 feet of taper length before transitioning to a striped median. There are two through lanes and bike lanes provided for each direction of traffic with no dedicated right-turn lanes.

Westridge Village Parkway extends to the south and Deer Creek Street extends to the north. Deer Creek Street at the intersection does not widen, but striping is provided for a through/right-turn lane in each direction and a left-turn lane to eastbound Highlands Ranch Parkway. Westridge Village Parkway widens to provide a dedicated right-turn lane, through lane, and left-turn lane with approximately 100 feet of storage. Bike lanes are provided on Westridge Village Parkway, but merge with traffic prior to the intersection.





Figure 5 - Highlands Ranch Parkway at Westridge Village Parkway/Deer Creek Street

Highlands Ranch Parkway at Wildcat Reserve Parkway/Spring Hill Parkway

The intersection of Highlands Ranch Parkway at Wildcat Reserve Parkway is signalized with protected left-turn lanes/phases for all approaches. **Figure 6** shows an aerial of the intersection with the current intersection layout.

Eastbound Highlands Ranch Parkway has a dedicated right-turn lane with approximately 200 feet of storage and a dedicated left-turn lane with approximately 120 feet of storage. Westbound Highlands Ranch Parkway has a dedicated right-turn lane that is a drop-lane extending from the Foothills Canyon Boulevard intersection. There are also dual dedicated left-turn lanes with approximately 220 feet of storage length per lane. The left-turn lanes were updated from a single lane to dual lanes in 2024. There are two through lanes and bike lanes provided for each direction of traffic with no dedicated right-turn lanes.

Wildcat Reserve Parkway extends southeast from the intersection and includes a dedicated right-turn lane that is a drop lane, a dedicated through lane, and dual dedicated left-turn lanes with approximately 250 feet of storage length per lane. The left-turn lanes were updated from a single lane to dual lanes in 2024.

Spring Hill Parkway extends to the northwest from the intersection and widens out slightly at the intersection to allow for a through/right-turn lane and a dedicated left-turn lane. The left-turn lane is striped with 150 feet of storage length. Bike lanes are provided on Spring Hill Parkway, but the southeast bound lane merges with traffic as it approaches the intersection.



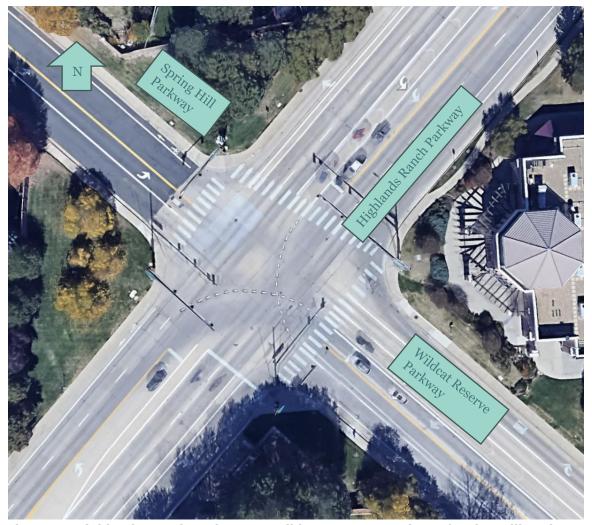


Figure 6- Highlands Ranch Parkway at Wildcat Reserve Parkway/Spring Hill Parkway

Roadway Characteristics

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

Table 1 - Roadway Characteristics

Roadway	Westridge Village Parkway	Highlands Ranch Parkway	Wildcat Reserve Parkway	Spring Hill Parkway
Speed Limit	25 mph	45 mph	45 mph	25 mph
Number of Through Lanes	2	4	4	2
Lane Width	11 feet	12 feet	12 feet	12 feet
Bike Lane Width	5 feet	5 feet	5 feet	5 feet
Median	None	Striped	Striped	None
On-Street Parking	Yes, West Side	None	None	None



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:

- Highlands Ranch Parkway at Westridge Village Parkway
- Highlands Ranch Parkway at Wildcat Reserve Parkway/Spring Hill Parkway
- Highlands Ranch Parkway at Foothills Canyon Boulevard
- Westridge Village Parkway at Baneberry Court
- Baneberry Place at Baneberry Court
- Westridge Village Pkwy & E Bus Access
- Westridge Village Pkwy & W Bus Access

Traffic count data is summarized in **Table 2** and is included in **Appendix B**. The existing traffic is shown in **Figure** 107.

2.4 Existing Level of Service

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

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

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



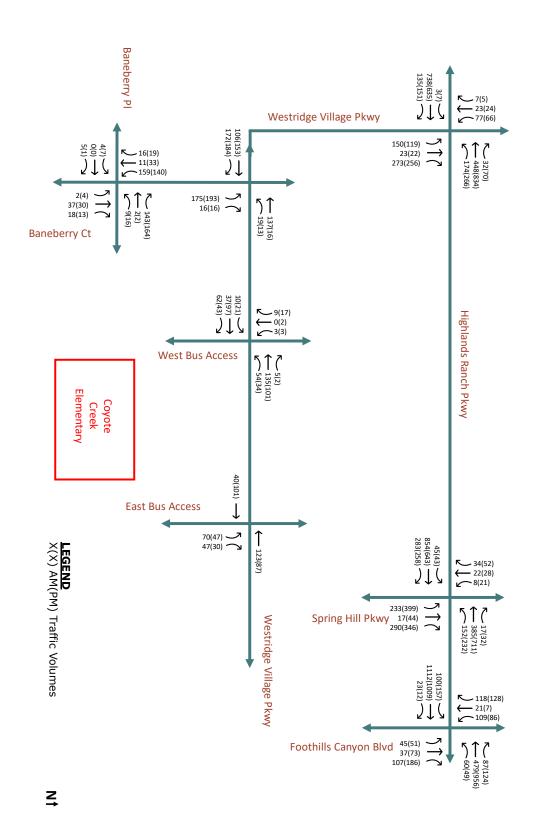


Figure 7 - Exisitng Traffic



Table 2 - Traffic Volume Summary

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

Highlands Ranch Parkway and Wildcat Reserve Parkway

There was a total of 42 crashes at Highlands Ranch Parkway and Wildcat Reserve Parkway over the course of the study period. Nine of these involved injuries. Of the 42 crashes, 22 involved a left turn, and 6 were at night. Two of these accidents involved a 3rd vehicle and one involved a bicycle.

Highlands Ranch Parkway and Westridge Village Parkway

There was a total of 18 crashes at Highlands Ranch Parkway and Wildcat Reserve Parkway over the course of the study period. Five of these involved injuries. It is not known how many of these accidents involved a left turn, how many were at night, or how many involved a 3rd vehicle or bicycle.



Table 3 - Annual Crash Summary

Year	Highlands Ranch Pkwy & Wildcat Reserve Pkwy	Highlands Ranch Pkwy & Westridge Village Pkwy
2019	8	3
2020	5	2
2021	8	2
2022	10	4
2023	6	3
2024	5	4

School Safety

Students are picked up and dropped off primarily via the parking lot to the south of the school building. A one-way aisle facilitates traffic. On-street parking is provided for both sides of Baneberry Court and on the south side of Westridge Village Parkway near the school. Bike lanes are not present. In the morning hours, drivers exiting the parking lot appeared to have trouble turning right onto Hackberry Street, due to the low sun and the limited visibility from the on-street parking.

3. TRIP PROJECTIONS

3.1 Projected Traffic

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

Table 4 - School Enrollment

	Ideal	Maximum	2023-2024	Projected
School	Capacity	Historic	Enrollment	2028-2029
	per DCSD	Enrollment	Count*	Enrollment*
Trailblazer	437	508	314	403
Coyote	506	502	502	808
Creek	306	302	302	000
Combined	-	-	-	1,211

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

The projected 2028-2029 combined enrollment is 1,211. The projected combined enrollment numbers are 141 percent more than the previous maximum Coyote Creek enrollment.

3.2 Trip Generation

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

- 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 Trailblazer to understand the current traffic demand at the school and how that traffic demand is anticipated to change when relocated to Coyote Creek. The following considerations were taken into account to determine the anticipated number of trips added to Coyote Creek for this scenario:

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

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

Existing **Estimated Peak Traffic Data** Ped & Calculated Enrollment Bus Street **Bike** Hour **Ingress/Egress** Carpooling **Riders Parking** AM 137 39 75 49 314 14 83 PM 112 56

Table 5 - Trailblazer Existing Traffic Considerations

When the existing traffic at Trailblazer is relocated to Coyote Creek, additional students will be eligible to take the bus. It is anticipated that about 1/3 of the Trailblazer 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 70% which results in an additional 74 students riding the bus to school for a total of 88 students from Trailblazer taking the bus to Coyote Creek.

Students who currently walk to Trailblazer are unlikely to walk to Coyote Creek due to distance and crossing a major roadway, therefore, it is assumed that these students will now be driven to school and count as a new vehicular trip to Coyote Creek. Taking into account the estimated street parking trips, the ingress/egress trips, pedestrians and bicyclists converted to vehicle trips, anticipated carpooling and the subtraction of new bus ridership, the resulting increase in trip demand for Coyote Creek is about **270** trips during the morning peak hour and **290** trips during the afternoon peak hour.

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



Table 6 - Trip Generation Comparison

					M Pea erator		PM Peak - Generator Peak				
LUC	Description	Units	Quant	Total	Ingress	Egress	Total	Ingress	Egress		
-	Existing Data Based Calculation	Students	314	270	135	135	290	145	145		
520	Public Elementary School	Students	314	236	127	108	141	65	76		
530	Private School (K-8)	Students	314	317	178	140	188	89	100		
536	Charter Elementary School	Students	314	336	178	158	226	111	115		

3.3 Trip Distribution/Assignment

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





Figure 8 - Trip Distribution

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

- Highlands Ranch Parkway at Westridge Village Parkway
- Highlands Ranch Parkway at Wildcat Reserve Parkway/Spring Hill Parkway
- Highlands Ranch Parkway at Foothills Canyon Boulevard
- Westridge Village Parkway at Baneberry Court
- Baneberry Place at Baneberry Court
- Westridge Village Pkwy & E Bus Access
- Westridge Village Pkwy & W Bus Access

The resulting trip assignment is shown in Figure 9.



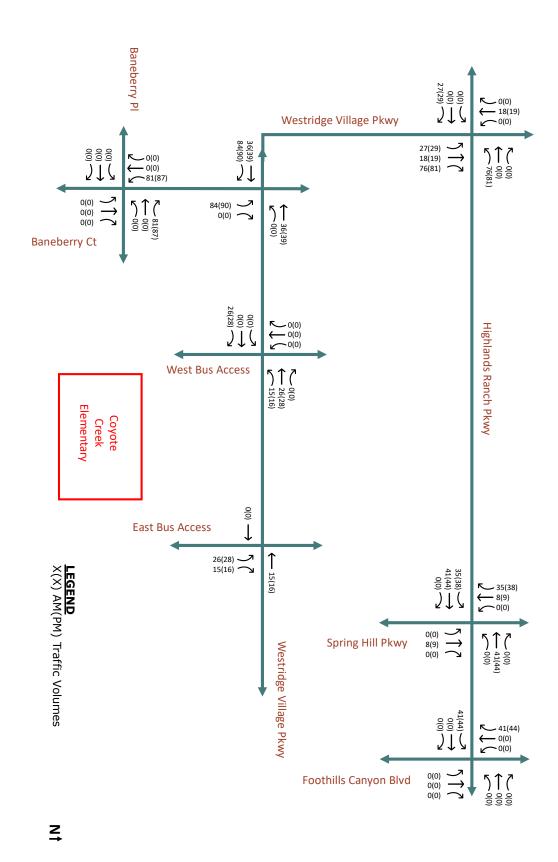


Figure 9 - Trip Assignment



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

Table 7 - Turning Movement Reductions

Intersection	Peak Hour	EBL	EBT	WBT	WBR	NBT	SBL	SBT	SBR
Spring Hill Pkwy &	AM	-5			-15	-16	-18	-20	-7
Highlands Ranch Pkwy	PM	-10			-18	-18	-25	-22	-15
Westridge Village Pkwy &	AM		-5	-3	-4		-5		-5
Highland Ranch Pkwy	PM		-2	-7	-8		-3		-2
Highlands Ranch Pkwy &	AM	-18							-15
Foothills Canyon Blvd	PM	-25							-18

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 Coyote Creek with the addition of Trailblazer students was calculated by adding the trip assignment to the existing Coyote Creek traffic data and then subtracting the anticipated turning movement reductions. The resulting total traffic is shown in **Figure 10**.

4.2 Projected Level of Service

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



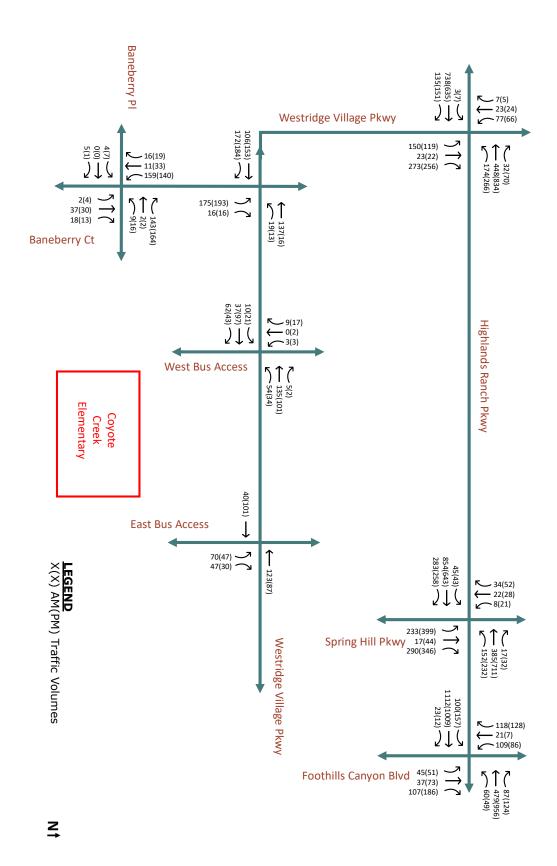


Figure 10 - Total Traffic

Table 8 - LOS and Delay Results

			Existing								Total Traffic									
Intersection	Control	Movement	LC	os	Dela	y (s)	Queu	e Length (ft)	LC	os	Dela	y (s)	Delay Delta (s)		Queu	e Length (ft)				
			АМ	РМ	АМ	PM	AM	PM	AM	РМ	АМ	РМ	АМ	PM	AM	РМ				
		Overall	С	В	20.1	19.0	-	-	С	С	23.5	20.3	+3.4	+1.3	-	-				
		NBL	D	С	36.7	30.2	95.0	72.0	D	D	47.9	35.2	+11.2	+5.0	115	94				
Intersection Highlands Ranch Pkwy & Westridge Village Pkwy Highlands Ranch Pkwy & Springhill Pkwy Highlands Ranch Pkwy & Foothills Canyon Blvd		NBT	С	С	22.8	22.7	9.0	6.0	С	С	23.8	23.6	+1.0	+0.9	25	24				
		NBR	Α	Α	9.1	6.2	1.0	0.0	С	В	21.0	12.0	+11.9	+5.8	39	15				
		SBL	С	С	27.0	27.2	74.0	54.0	С	С	26.9	27.2	-0.1	0.0	70	58				
Highlands Danch Dkwy &		SBT	В	В	16.2	17.0	15.0	7.0	В	С	19.4	20.6	+3.2	+3.6	29	27				
	Signal	SBR	С	В	26.2	17.0	15.0	7.0	В	С	19.4	20.6	-6.8	+3.6	29	27				
l restricted time get time,		EBL	Α	Α	5.3	5.6	3.0	6.0	Α	Α	5.3	5.6	0.0	0.0	3	6				
		EBT	С	В	22.7	19.3	244.0	212.0	С	В	23.2	19.5	+0.5	+0.2	251	220				
		EBR	С	В	22.7	19.3	244.0	212.0	С	В	23.2	19.5	+0.5	+0.2	251	220				
		WBL	Α	Α	8.3	9.9	36.0	64.0	В	В	16.9	17.9	+8.6	+8.0	86	126				
		WBT	В	С	16.8	21.8	129.0	279.0	В	С	16.8	21.6	0.0	-0.2	127	274				
		WBR	В	С	16.8	21.8	129.0	279.0	В	С	16.8	21.6	0.0	-0.2	127	274				
		Overall	Α	Α			•	-	D	С	47.7	30.2	+47.7	+30.2	-	-				
		NBL	С	С	21.5	23.1	87.0	151.0	С	С	21.5	32.2	0.0	+9.1	87.0	151				
		NBT	С	С	29.8	30.5	36.0	65.0	С	С	29.5	30.3	-0.3	-0.2	26.0	56				
		NBR	Α	Α	5.4	6.4	1.0	45.0	Α	Α	5.3	5.4	-0.1	-1.0	0.0	33				
		SBL	С	С	24.4	25.3	26.0	43.0	С	С	23.0	23.7	-1.4	-1.6	11	24				
Highlands Ranch Pkwy &		SBT	D	D	50.8	46.6	54.0	80.0	D	С	35.7	34.1	-15.1	-12.5	38	61				
	Signal	SBR	D	D	50.8	46.6	54.0	7.0	D	С	35.7	34.1	-15.1	-12.5	38	61				
, ,		EBL	С	С	20.3	20.5	21.0	21.0	С	С	21.3	22.1	+1.0	+1.6	47	45				
		EBT	F	D	83.6	48.5	541.0	325.0	F	D	98.6	50.5	+15.0	+2.0	584	352				
		EBR	С	В	20.8	10.9	178.0	105.0	С	В	20.8	12.8	0.0	+1.9	178	119				
		WBL	С	С	20.8	21.9	60.0	91.0	С	С	20.8	22.0	0.0	+0.1	60	91				
		WBT	С	D	33.1	39.4	164.0	343.0	С	D	33.6	40.6	+0.5	+1.2	183	370				
		WBR	Α	Α	0.2	0.3	0.0	0.0	Α	Α	0.1	0.2	-0.1	-0.1	0	0				
		Overall	С	В	20.7	19.3	-	-	С	В	20.5	19.5	-0.2	+0.2	-	-				
		NBL	С	С	27.8	25.5	35.0	43.0	С	С	28.9	25.5	+1.1	0.0	35.0	73				
		NBT	С	С	23.9	24.5	29.0	56.0	С	С	23.9	24.5	0.0	0.0	29.0	297				
		NBR	В	В	18.9	18.6	9.0	51.0	В	В	18.9	18.6	0.0	0.0	9.0	297				
		SBL	С	С	27.2	26.0	94.0	76.0	С	С	27.2	26.0	0.0	0.0	94	26				
Highlands Ranch Pkwy &		SBT	Α	Α	8.1	6.4	41.0	32.0	Α	Α	7.4	6.4	-0.7	0.0	43	284				
	Signal	SBR	Α	Α	8.1	6.4	41.0	32.0	Α	Α	7.4	6.4	-0.7	0.0	43	37				
, ,		EBL	Α	В	8.7	17.2	37.0	58.0	Α	С	9.1	21.4	+0.4	+4.2	45	43				
		EBT	С	С	25.3	20.8	372.0	297.0	С	С	25.3	20.8	0.0	0.0	372	56				
		EBR	С	С	25.3	20.8	372.0	297.0	С	С	25.3	20.8	0.0	0.0	372	51				
		WBL	В	Α	12.3	9.7	29.0	26.0	В	Α	12.3	9.7	0.0	0.0	29	76				
		WBT	В	С	15.5	20.4	122.0	284.0	В	С	15.5	20.4	0.0	0.0	122	32				
		WBR	Α	Α	3.6	4.7	25.0	37.0	Α	Α	3.6	4.7	0.0	0.0	25	32				



						Existi	ng						Total Tra	ffic		
Intersection	Control	Movement	LC	os	Dela	y (s)	Queue Le	ength (ft)	LC	S	Dela	y (s)	Delay Delta (s)		Queue Length (ft)	
			AM	РМ	АМ	РМ	AM	PM	АМ	РМ	АМ	PM	AM	РМ	АМ	PM
		Overall					-	-	-	-			-	-	-	-
		NBL	С	В	17.0	14.9	2.8	1.8	F	F	135.2	53.1	+118.2	+38.2	408	198
		NBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		NBR	С	В	17.0	14.9	2.8	1.8	F	F	135.2	53.1	+118.2	+38.2	408	198
		SBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westridge Village Pkwy &	Unsignalized	SBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Baneberry Ct	(TWSC or	SBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
,	AWSC)	EBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		EBT	Α	Α	0.0	0.0	0.0	0.0	Α	Α	0.0	0.0	0.0	0.0	0	0
		EBR	Α	Α	0.0	0.0	0.0	0.0	Α	Α	0.0	0.0	0.0	0.0	0	0
		WBL	Α	Α	7.9	8.0	0.1	0.1	Α	Α	8.5	8.6	+0.6	+0.6	2	2
		WBT	Α	Α	0.0	0.0	0.0	0.0	Α	Α	0.0	0.0	0.0	0.0	0	0
		WBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Overall					-	-							-	-
		NBL	Α	Α	7.3	7.4	0.0	0.0	Α	Α	7.3	7.4	0.0	0.0	0	0
	Unsignalized	NBT	Α	Α	0.0	0.0	0.0	0	Α	Α	0.0	0.0	0.0	0.0	0	0
		NBR	Α	Α	0.0	0.0	0.0	0	Α	Α	0.0	0.0	0.0	0.0	0	0
		SBL	Α	Α	7.7	7.5	6.0	4	Α	Α	7.9	7.8	+0.2	+0.3	12	12
Baneberry PI &		SBT	Α	Α	0.0	0.0	0.0	0	Α	Α	0.0	0.0	0.0	0.0	0	0
Baneberry Ct	(TWSC or	SBR	Α	Α	0.0	0.0	0.0	0	Α	Α	0.0	0.0	0.0	0.0	0	0
,	AWSC)	EBL	В	В	11.5	12.8	4.0	2	В	С	19.9	25.1	+8.4	+12.3	8	4
		EBT	В	В	11.5	12.8	4.0	2	В	С	19.9	25.1	+8.4	+12.3	8	4
		EBR	В	В	11.5	12.8	4.0	2	В	С	19.9	25.1	+8.4	+12.3	8	4
		WBL	В	В	10.6	10.2	20.0	18	В	В	13.9	12.6	+3.3	+2.4	62	48
		WBT	В	В	10.6	10.2	20.0	18	В	В	13.9	12.6	+3.3	+2.4	62	48
		WBR	В	В	10.6	10.2	20.0	18	В	В	13.9	12.6	+3.3	+2.4	62	48
		Overall			-	ı	-	-			-	-	-	-	-	-
		NBL	В	В	10.2	10.2	0.7	0.4	В	В	11.1	11.8	+0.9	+1.6	24	
		NBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		NBR	В	В	10.2	10.2	0.7	0.4	В	В	11.1	11.8	+0.9	+1.6	24	
		SBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westridge Village Pkwy &	Unsignalized	SBT	-	-	-	ı	-	-	-	-	-	-	-	-	-	-
E Bus Access	(TWSC or	SBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	AWSC)	EBL	-	_	-	-	-	-	-	-	-	-	-	-		
		EBT	Α	Α	0.0	0.0	0.0	0	Α	Α	0.0	0.0	0.0	0.0	0	
		EBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		WBL	1	-	-	-	-	-	-	ı	-	-	-	-	-	-
		WBT	Α	Α	0.0	0.0	0.0	0	Α	Α	0.0	0.0	0.0	0.0	0	
		WBR	•	-	-	-	-	-	-	-	-	-	-	-	-	-



						Existi	ng		Total Traffic									
Intersection Westridge Village Pkwy & W Bus Access	Control	Movement	LOS		Delay (s)		Queue Length (ft)		LOS		Delay (s)		Delay Delta (s)		Queue Length (ft)			
			AM	РМ	AM	PM	AM	PM	AM	РМ	AM	PM	AM	PM	AM	PM		
		Overall					-	-					0.0	0.0	-	-		
		NBL	-	-	1	-	-	ı	-	-	-	1	-	-	-	ı		
		NBT	-	-	ı	-	-	ı	1	-	-	ı	-	-	-	1		
		NBR	-	-	ı	-	-	ı	-	ı	-	ı	-	-	-	ı		
		SBL	Α	Α	9.9	9.3	2	2	В	Α	10.4	9.6	+0.5	+0.3	2	2		
Westridge Village Pkwy &	Unsignalized	SBT	Α	Α	9.9	9.3	2	2	В	Α	10.4	9.6	+0.5	+0.3	2	2		
	(TWSC or	SBR	Α	Α	9.9	9.3	2	2	В	Α	10.4	9.6	+0.5	+0.3	2	2		
	AWSC)	EBL	Α	Α	7.6	7.5	0	2	Α	Α	7.7	7.6	+0.1	+0.1	0	2		
		EBT	Α	Α	0.0	0.0	0	0	Α	Α	0.0	0.0	0.0	0.0	0	0		
		EBR	Α	Α	0.0	0.0	0	0	Α	Α	0.0	0.0	0.0	0.0	0	0		
		WBL	Α	Α	7.6	7.6	2	2	Α	Α	7.8	7.7	+0.2	+0.1	4	2		
		WBT	Α	Α	0.0	0.0	2	0	Α	Α	0.0	0.0	0.0	0.0	0	0		
		WBR	Α	Α	0.0	0.0	2	0	Α	Α	0.0	0.0	0.0	0.0	0	0		

Table 9 - Mitigation LOS and Delay Results

				Tot	al Traffi	c – Ex	isting Int	ersection	n Conditi	ons					Total Tr	affic - N	ditigation	n Option	
Intersection	Control	Movement	LOS		.OS Delay ((s) Delay Delta (s)		Queue Length (ft)		LC	LOS		y (s)	Delay Delta (s)		Queue Length (ft)		Mitigation
			AM	PM	AM	PM	AM	PM	AM	PM	AM	РМ	AM	PM	AM	PM	AM	PM	3
		Overall	-	-			-	-	-	-			-	•	-	-	-	-	
		NBL	F	F	135.2	53.1	+118.2	+38.2	408	198	Е	С	48.2	21.3	-87.0	-31.8	240	104	
		NBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		NBR	F	F	135.2	53.1	+118.2	+38.2	408	198	Е	С	48.2	21.3	-87.0	-31.8	240	104	
		SBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Mashidas Villaga Dinun O	Unsignalized	SBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Convert
Westridge Village Pkwy & Baneberry Ct	(TWSC or	SBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	intersection to an
Ballebelly Ct	AWSC)	EBL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	all-way stop
		EBT	Α	Α	0.0	0.0	0.0	0.0	0	0	D	D	30.3	28.1	+30.3	+28.1	168	176	
		EBR	Α	Α	0.0	0.0	0.0	0.0	0	0	D	D	30.3	28.1	+30.3	+28.1	168	176	
		WBL	Α	Α	8.5	8.6	+0.6	+0.6	2	2	С	В	15.9	12.5	+7.4	+3.9	52	32	
		WBT	Α	Α	0.0	0.0	0.0	0.0	0	0	С	В	15.9	12.5	+15.9	+12.5	52	32	
		WBR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



4.3 Mitigation

Capacity Analysis

The capacity analysis results show that the relocation of Trailblazer to Coyote Creek causes an increase in delay and an undesirable level of service for the northbound turning movements at the intersection of Westridge Village Parkway at Baneberry Court. One mitigation option was evaluated in an effort to improve level of service and delay. The option considered the conversion of the two-way stop control at the intersection to all-way stop control. As shown in **Table 9**, this option does significantly improve the northbound turning movement to a more desirable level of service, decreasing delay by about 90 seconds during the morning peak and about 30 during the afternoon peak. This is also achieved without causing the other intersection approaches to have an undesirable level of service. It should be noted that this improvement helps to mitigate a capacity concern for one to two hours of the day while school is in session during pick-up and drop-off at the school, but it will also impact the intersection for the remainder of the day outside of pick-up and drop-off and when school is not in session as this would be a permanent improvement.

Auxiliary Lane Analysis

Right turn lanes were evaluated for the intersections of Highlands Ranch Parkway at Wildcat Reserve Parkway/Spring Hill Parkway, Highlands Ranch Parkway at Westridge Village Parkway, and Highlands Ranch Parkway at Foothills Canyon Boulevard. A right-turn lane is recommended on an arterial street when the LOS operates at an unacceptable level.

The existing traffic data collected shows that the westbound approach of Highlands Ranch Parkway at Westridge Village Parkway has 36 right turns during the morning peak hour and 78 during the afternoon peak hour while the eastbound approach has 108 right turns during the morning peak and 122 during the afternoon peak. However, these turning movements are operating at an LOS of A and no right-turn lane is warranted.

Site Analysis

Based on site observations and feedback from the Coyote Creek Administration, Coyote Creek faces the following challenges:

- Congestion on Westridge Village Parkway
- Vehicles Parked in bike lanes on Westridge Village Parkway
- Sight visibility challenges for vehicles exiting the parking lot

There are no recommended improvements for Coyote Creek based on queuing analysis and safety. While congestion occurs on Westridge Village Parkway at times, it is not significant to warrant any improvements. There are no significant safety concerns that require attention.



5. CONCLUSIONS/RECOMMENDATIONS

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

Traffic will be increased with the additional enrollment, but additional bus service will be offered, limiting the impact of the increased enrollment. Traffic will be increased with the additional enrollment, but additional bus service will be offered, limiting the impact of the increased enrollment. Consolidation of the schools will increase traffic at Coyote Creek with more vehicles using on-street parking, the school parking lot, and the pick-off/drop-off lanes. This will increase impacts to the surrounding roadways during pick-up and drop-off times.

Although increased traffic is expected around Coyote Creek with the increased enrollment, no traffic mitigation measures are recommended. Douglas County recognizes there will be increased delays around the school during 15-minute peak periods at pick-up and drop-off times



Appendix A Site Observation Notes





TRAFFIC OBSERVATION REPORT

Project Name	DCSD HR TIS	Project No.	1124175	
Observer	Derek Williams, EI			
Location	Coyote Creek Elementary School			
Time	8:00 - 9:30	AM	DATE	11/12/2024
		_	M T	W Th F S S

Queueing Data

Start Time: 8:25 AM

End Time: 8:50 AM

Maximum Queueing Length: 300 feet (Main Loop), 500 feet (Bus Lane)

Total Storage Length Available: 650 feet (Main Loop), 300 ft (Bus Lane)

Comments:

On-Street Parking Locations and Availability

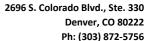
Comments:

On-street parking is available on Baneberry Court except near intersections. Parking is not permitted along Westridge Village Parkway, however a designated parking lane is provided on this street in front of the school. Additionally vehicles were observed dropping students off on Woodrose Way across from the bus lane entrance. Students and parents utilized a crosswalk at this location to cross Westridge Village Parkway.

Crosswalk Locations and Usage

Comments:

Crosswalks are located at the school parking lot entrance and crossing Baneberry Court at Westridge Village Parkway. Another crosswalk crosses Westridge Village Parkway near the bus lane entrance. Button activated flashing beacons are provided at this crosswalk. A crossing guard was stationed at this location during the drop-off time.





Roadway Characteristics

Speed Limit(s) and Location(s):

Both Westridge Village Parkway and Baneberry Court have posted speed limits of 25 mph. A reduced speed of 15 mph in the school zone is used when flashers are on.

Signage:

No parking signs along Westridge Village Parkway. Reduced speed flashers located on Baneberry Court and Westridge Village Parkway. Bus lane signed as one-way. No U-turn in school zone signs located on Baneberry Court.

Bike Lanes:

Bike lanes are located along both sides of Westridge Village Parkway.

Other Comments:

No additional comments to note.

Sight Visibility Challenges

Comments:

No potential sight visibility conflicts are noted.

Congestion Areas

Comments:

Some congestion occurred on Westridge Village Parkway at the bus lane entrance when queueing backed-up to the road. A times vehicles were unable to turn into the bus lane until the queue shortened. No more than 5 vehicles in either direction were observed to be queued on Westridge Village Parkway at any time. This did not have an affect on traffic coming from Baneberry Court or prevent vehicles from exiting the bus lane.

General Traffic Observations

Comments:

Many parents utilized the parking lane on Westridge Village parkway to drop the students off at the school. One vehicle was parked in the bike lane in front of the bus lane.





TRAFFIC OBSERVATION REPORT

Project Name	DCSD HR TIS	Project No.	1124175
Observer	Derek Williams, EI		
Location	Coyote Creek Elementary School		
Time	2:45-3:30	PM	DATE 11/12/2024
			M T W Th F S S

Queueing Data

Start Time: 3:00 PM

End Time: 3:40 PM

Maximum Queueing Length: 400 feet (Loop), 300 feet (Bus Lane)

Total Storage Length Available: 650 feet (Main Loop), 300 ft (Bus Lane)

Comments:

Queueing in both the drop-off loop and bus lane began approximately at 3:00. By 3:15 the bus lane reached it's queueing capacity. The drop-off loop did not reach queueing capacity during pick-up.

On-Street Parking Locations and Availability

Comments:

Most parents used on-street parking on Baneberry Court, Woodrose Way, and the parking lane on Westridge Village Parkway. Many vehicles were parked in the bike lanes on Westridge Village Parkway during pick-up.

Crosswalk Locations and Usage

Comments:

Crosswalks on Baneberry Court and Westridge Village parkway were used by parents and students. The school placed crossing guards at the crosswalks on Westridge Village Court and at the parking lot/loop entrance.





Roadway Characteristics

Speed Limit(s) and Location(s):

Both Westridge Village Parkway and Baneberry Court have posted speed limits of 25 mph. A reduced speed of 15 mph in the school zone is used when flashers are on.

Signage:

No parking signs along Westridge Village Parkway. Reduced speed flashers located on Baneberry Court and Westridge Village Parkway. Bus lane signed as one-way. No U-turn in school zone signs located on Baneberry Court.

Bike Lanes:

Bike lanes are located along both sides of Westridge Village Parkway.

Other Comments:

No additional comments to note.

Sight Visibility Challenges

Comments:

Vehicles parked in the bike lanes on Westridge Village Parkway create potential sight visibility challenges for vehicles exiting the bus lane.

Congestion Areas

Comments:

No congestion areas noted.

General Traffic Observations

Comments:

Vehicles seemed to flow in and out of the drop-off loop and bus lane smoothly. Buses have a designated pick-up lane in the drop-off loop and did not use the bus lane. Talked with the school Principle while observing traffic, she said that there were only three buses running today and I was observing a day with heavier vehicle traffic.





TRAFFIC OBSERVATION REPORT

Project Name	DCSD Traffic Study	Project No.	1124	175					
Observer	Nate Hittle								
Location	Trailblazer Elementary School								
Time	7:45 - 9:15 AM	AM / PM	DA	TE	###				
			\mathbf{M}	T	W	Th	F	S	S

Queueing Data

Start Time: 8:05 AM

End Time: 8:39 AM

Maximum Queueing Length: 550 ft

Total Storage Length Available: 430 ft

Comments:

The main drop-off point was the parking lot to the southeast of the building, on the north side of S Hackberry St. This parking lot contains a two-lane, one-way, drop-off aisle. The right lane is intended for drop-off and pick-up, while the left lane is intended for through traffic. The first vehicles were observed entering the queue at 8:05 AM. By 8:22 AM, a steady stream of traffic was entering the lot. The queue reached its maximum length around 8:35 AM. At this time there were three cars waiting to turn left into the parking lot from S Hackberry St.

On-Street Parking Locations and Availability

Comments:

Street parking is available on both sides of S Hackberry St. Parking on the north and east sides of the street was mostly full by 8:10 AM. Parking on the south and west sides was utilized during drop-off by. Some parents parked on the street with their hazards on and walked the students across the street. Street parking is available on the nearby side streets but was seldom used.

Crosswalk Locations and Usage

Comments:

There are four locations within the immediate vicinity of the school to cross S Hackberry St. These are located at S Spring Hill Pkwy, Spring Hill Dr, Golden Eagle Ave, and at the northern access of the bus loop. There are also crosswalks across the parking lot and two across the drop-off aisle. Crossing guards were present at several of these crosswalks. Crosswalks were generally used appropriately to cross S Hackberry St. However, one crossing guard stated that the crosswalks across the drop-off aisle are often not used.



Roadway Characteristics

Speed Limit(s) and Location(s):

The speed limit on S Hackberry St is 25 mph. Two school zone speed limit signs are present, with a flasher that operates from 8:10 to 8:50 AM. The school zone speed limit is 20 mph.

Signage:

Signage present on the public roads includes speed limit signs, school zone speed limit signs, stop signs, No Parking signs, and school crossing signs. Signs in the drop-off aisle indicate how the lanes are intended to be used.

Bike Lanes:

Bike lanes are not present on S Hackberry St.

Other Comments:

There is a bus drop-off zone to the west of the school. Standard passenger cars are not permitted here.

Sight Visibility Challenges

Comments:

Drivers exiting the parking lot were observed shielding their eyes from the sun, as they were required to look east to be able to make a turn. Adjacent parking also obstructs the sight line looking east.

Congestion Areas

Comments:

The intersection of S Hackberry St and S Spring Hill Pkwy, at the entrance of the parking lot, experienced mild congestions. Queues formed on eastbound S Hackberry St, on northbound S Spring Hill Pkwy, consisting of vehicles waiting to enter the parking lot.

General Traffic Observations

Comments:





TRAFFIC OBSERVATION REPORT

Project Name	DCSD Traffic Study	Project No.	1124175			
Observer	Nick Westphal					
Location	Trailblazer Elementary School					
Time	2:45 - 4:00 PM	AM / PM	DATE	19-Nov-24		
			M T	W Th F S S		

Queueing Data

Start Time: 3:05 PM

End Time: 3:37 AM

Maximum Queueing Length: 500 ft

Total Storage Length Available: 430 ft

Comments:

The main drop-off point was the parking lot to the southeast of the building, on the north side of S Hackberry St. This parking lot contains a two-lane, one-way, drop-off aisle. The right lane is intended for drop-off and pick-up, while the left lane is intended for through traffic. The first vehicles were observed entering the queue at 3:05. The pickup lane became full at 3:32, just after the bell rang. More vehicles park on the street and walk to pickup their students at the door than drive through the pick-up lane. There is also a bus loops that is signed as student pick-up. This is not as heavily used, but some pick-up at this location.

On-Street Parking Locations and Availability

Comments:

Street parking is available on both sides of S Hackberry St. Parking on the north and east sides of the street was mostly full by 3:30, but there was still parking available.

Crosswalk Locations and Usage

Comments:

There are four locations within the immediate vicinity of the school to cross S Hackberry St. These are located at S Spring Hill Pkwy, Spring Hill Dr, Golden Eagle Ave, and at the northern access of the bus loop. There are also crosswalks across the parking lot and two across the drop-off aisle. Crossing guards were present at the west exit from the parking lot and at the entrance to the bus loop. Most people used the crosswalks, but some crossed the street at unmarked locations. A crossing guard was also present at the internal crosswalk across the drop off loop.



Roadway Characteristics

Speed Limit(s) and Location(s):

The speed limit on S Hackberry St is 25 mph. Two school zone speed limit signs are present, with a flasher that operates from 8:10 to 8:50 AM. The school zone speed limit is 20 mph.

Signage:

Signage present on the public roads includes speed limit signs, school zone speed limit signs, stop signs, No Parking signs, and school crossing signs. Signs in the drop-off aisle indicate how the lanes are intended to be used.

Bike Lanes:

Bike lanes are not present on S Hackberry St.

Other Comments:

There is a bus drop-off zone to the west of the school. This appears to be signed for student drop off and pick-up as well.

Sight Visibility Challenges

Comments:

No major sight visibility issues were observed in the afternoon.

Congestion Areas

Comments:

There was some back up on Spring Hill Parkway at the stop sign, presumably from the Wildcat intersection. Most of the congestion was after the pick-up lane started exiting at the west exit of the parking lot. The main congestion lasted about 5 minutes.

General Traffic Observations

Comments:

More vehicles appear to park on the street than use the pick-up lane. There appears to be pleanty of parking and queueing capacity with good sight lines. The sidewalk and curb ramps adjacent to school property appear to be fairly new. It was noted that high school/middle school students use the school property as a cut through rather than staying on the roadway sidewalk.





TRAFFIC OBSERVATION REPORT

Project Name	DCSD HR TIS	Project No.	1124175			
Observer	Derek Williams, EI					
Location	Coyote Creek Elementary School					
Time	2:45-3:30	PM	DATE	11/1	12/2024	
		<u></u>	M T	W Th	F S	S

Queueing Data

Start Time: 3:00 PM

End Time: 3:40 PM

Maximum Queueing Length: 400 feet (Loop), 300 feet (Bus Lane)

Total Storage Length Available: 650 feet (Main Loop), 300 ft (Bus Lane)

Comments:

Queueing in both the drop-off loop and bus lane began approximately at 3:00. By 3:15 the bus lane reached it's queueing capacity. The drop-off loop did not reach queueing capacity during pick-up.

On-Street Parking Locations and Availability

Comments:

Most parents used on-street parking on Baneberry Court, Woodrose Way, and the parking lane on Westridge Village Parkway. Many vehicles were parked in the bike lanes on Westridge Village Parkway during pick-up.

Crosswalk Locations and Usage

Comments:

Crosswalks on Baneberry Court and Westridge Village parkway were used by parents and students. The school placed crossing guards at the crosswalks on Westridge Village Court and at the parking lot/loop entrance.





Roadway Characteristics

Speed Limit(s) and Location(s):

Both Westridge Village Parkway and Baneberry Court have posted speed limits of 25 mph. A reduced speed of 15 mph in the school zone is used when flashers are on.

Signage:

No parking signs along Westridge Village Parkway. Reduced speed flashers located on Baneberry Court and Westridge Village Parkway. Bus lane signed as one-way. No U-turn in school zone signs located on Baneberry Court.

Bike Lanes:

Bike lanes are located along both sides of Westridge Village Parkway.

Other Comments:

No additional comments to note.

Sight Visibility Challenges

Comments:

Vehicles parked in the bike lanes on Westridge Village Parkway create potential sight visibility challenges for vehicles exiting the bus lane.

Congestion Areas

Comments:

No congestion areas noted.

General Traffic Observations

Comments:

Vehicles seemed to flow in and out of the drop-off loop and bus lane smoothly. Buses have a designated pick-up lane in the drop-off loop and did not use the bus lane. Talked with the school Principle while observing traffic, she said that there were only three buses running today and I was observing a day with heavier vehicle traffic.





TRAFFIC OBSERVATION REPORT

Project Name	DCSD Traffic Study	Project No.	1124	175					
Observer	Nate Hittle								
Location	Trailblazer Elementary School								
Time	7:45 - 9:15 AM	AM / PM	DA	TE	###				
			\mathbf{M}	T	W	Th	F	S	S

Queueing Data

Start Time: 8:05 AM

End Time: 8:39 AM

Maximum Queueing Length: 550 ft

Total Storage Length Available: 430 ft

Comments:

The main drop-off point was the parking lot to the southeast of the building, on the north side of S Hackberry St. This parking lot contains a two-lane, one-way, drop-off aisle. The right lane is intended for drop-off and pick-up, while the left lane is intended for through traffic. The first vehicles were observed entering the queue at 8:05 AM. By 8:22 AM, a steady stream of traffic was entering the lot. The queue reached its maximum length around 8:35 AM. At this time there were three cars waiting to turn left into the parking lot from S Hackberry St.

On-Street Parking Locations and Availability

Comments:

Street parking is available on both sides of S Hackberry St. Parking on the north and east sides of the street was mostly full by 8:10 AM. Parking on the south and west sides was utilized during drop-off by. Some parents parked on the street with their hazards on and walked the students across the street. Street parking is available on the nearby side streets but was seldom used.

Crosswalk Locations and Usage

Comments:

There are four locations within the immediate vicinity of the school to cross S Hackberry St. These are located at S Spring Hill Pkwy, Spring Hill Dr, Golden Eagle Ave, and at the northern access of the bus loop. There are also crosswalks across the parking lot and two across the drop-off aisle. Crossing guards were present at several of these crosswalks. Crosswalks were generally used appropriately to cross S Hackberry St. However, one crossing guard stated that the crosswalks across the drop-off aisle are often not used.



Roadway Characteristics

Speed Limit(s) and Location(s):

The speed limit on S Hackberry St is 25 mph. Two school zone speed limit signs are present, with a flasher that operates from 8:10 to 8:50 AM. The school zone speed limit is 20 mph.

Signage:

Signage present on the public roads includes speed limit signs, school zone speed limit signs, stop signs, No Parking signs, and school crossing signs. Signs in the drop-off aisle indicate how the lanes are intended to be used.

Bike Lanes:

Bike lanes are not present on S Hackberry St.

Other Comments:

There is a bus drop-off zone to the west of the school. Standard passenger cars are not permitted here.

Sight Visibility Challenges

Comments:

Drivers exiting the parking lot were observed shielding their eyes from the sun, as they were required to look east to be able to make a turn. Adjacent parking also obstructs the sight line looking east.

Congestion Areas

Comments:

The intersection of S Hackberry St and S Spring Hill Pkwy, at the entrance of the parking lot, experienced mild congestions. Queues formed on eastbound S Hackberry St, on northbound S Spring Hill Pkwy, consisting of vehicles waiting to enter the parking lot.

General Traffic Observations

Comments:





TRAFFIC OBSERVATION REPORT

Project Name	DCSD Traffic Study	Project No.	1124175	
Observer	Nick Westphal			
Location	Trailblazer Elementary School			
Time	2:45 - 4:00 PM	AM / PM	DATE	19-Nov-24
		,	M T	W Th F S S

Queueing Data

Start Time: 3:05 PM

End Time: 3:37 AM

Maximum Queueing Length: 500 ft

Total Storage Length Available: 430 ft

Comments:

The main drop-off point was the parking lot to the southeast of the building, on the north side of S Hackberry St. This parking lot contains a two-lane, one-way, drop-off aisle. The right lane is intended for drop-off and pick-up, while the left lane is intended for through traffic. The first vehicles were observed entering the queue at 3:05. The pickup lane became full at 3:32, just after the bell rang. More vehicles park on the street and walk to pickup their students at the door than drive through the pick-up lane. There is also a bus loops that is signed as student pick-up. This is not as heavily used, but some pick-up at this location.

On-Street Parking Locations and Availability

Comments:

Street parking is available on both sides of S Hackberry St. Parking on the north and east sides of the street was mostly full by 3:30, but there was still parking available.

Crosswalk Locations and Usage

Comments:

There are four locations within the immediate vicinity of the school to cross S Hackberry St. These are located at S Spring Hill Pkwy, Spring Hill Dr, Golden Eagle Ave, and at the northern access of the bus loop. There are also crosswalks across the parking lot and two across the drop-off aisle. Crossing guards were present at the west exit from the parking lot and at the entrance to the bus loop. Most people used the crosswalks, but some crossed the street at unmarked locations. A crossing guard was also present at the internal crosswalk across the drop off loop.



Roadway Characteristics

Speed Limit(s) and Location(s):

The speed limit on S Hackberry St is 25 mph. Two school zone speed limit signs are present, with a flasher that operates from 8:10 to 8:50 AM. The school zone speed limit is 20 mph.

Signage:

Signage present on the public roads includes speed limit signs, school zone speed limit signs, stop signs, No Parking signs, and school crossing signs. Signs in the drop-off aisle indicate how the lanes are intended to be used.

Bike Lanes:

Bike lanes are not present on S Hackberry St.

Other Comments:

There is a bus drop-off zone to the west of the school. This appears to be signed for student drop off and pick-up as well.

Sight Visibility Challenges

Comments:

No major sight visibility issues were observed in the afternoon.

Congestion Areas

Comments:

There was some back up on Spring Hill Parkway at the stop sign, presumably from the Wildcat intersection. Most of the congestion was after the pick-up lane started exiting at the west exit of the parking lot. The main congestion lasted about 5 minutes.

General Traffic Observations

Comments:

More vehicles appear to park on the street than use the pick-up lane. There appears to be pleanty of parking and queueing capacity with good sight lines. The sidewalk and curb ramps adjacent to school property appear to be fairly new. It was noted that high school/middle school students use the school property as a cut through rather than staying on the roadway sidewalk.



Appendix B Traffic Volume Counts

В

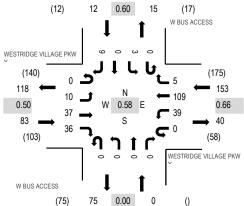


Location: 37 W BUS ACCESS & WESTRIDGE VILLAGE PKWY AM

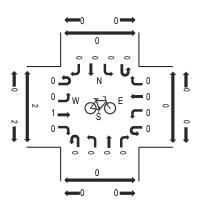
Date: Wednesday, November 13, 2024 Peak Hour: 08:00 AM - 09:00 AM

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

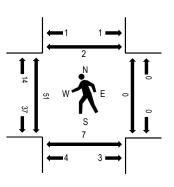
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	WEST	WESTRIDGE VILLAGE				RIDGE	VILLA	GE	W	BUS A	CCES	3	W	BUS A	CCES	S						
Interval		Eaglib	W Ynd			WEK#6	6Yund			Northb	ound			South	oound			Rolling	Ped	destriar	Crossin	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South N	North
8:00 AM	0	1	5	0	0	1	23	0	0	0	0	0	0	0	0	1	31	248	0	0	0	0
8:15 AM	0	2	10	14	0	27	29	1	0	0	0	0	0	0	0	3	86	235	30	0	2	0
8:30 AM	0	6	15	22	0	11	43	4	0	0	0	0	0	1	0	4	106	173	20	0	1	2
8:45 AM	0	1	7	0	0	0	14	0	0	0	0	0	0	2	0	1	25		1	0	4	0
9:00 AM	0	1	8	0	0	0	9	0	0	0	0	0	0	0	0	0	18		0	0	1	0
9:15 AM	0	1	10	0	0	0	13	0	0	0	0	0	0	0	0	0	24		0	0	0	0
Count Total	0	12	55	36	0	39	131	5	0	0	0	0	0	3	0	g	290		51	0	8	2
Peak Hour	0	10	37	36	0	39	109	5	0	0	0	0	0	3	3 ()	9 24	18	51	0	7	2

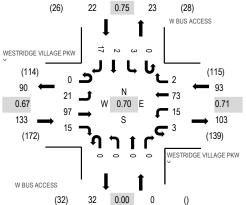


Location: 37 W BUS ACCESS & WESTRIDGE VILLAGE PKWY PM

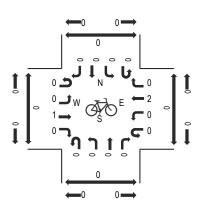
Date: Wednesday, November 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

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

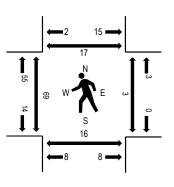




Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	WES.	WESTRIDGE VILLAGE				RIDGE	VILLA	GE	W	BUS A	CCES	S	V	BUS A	CCES	S						
Interval		Eagl(b)	W Ynd			Welsto	Yund			Northb	ound			South	oound			Rolling	Ped	lestriar	Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
2:45 PM	0	3	16	0	0	0	14	0	0	0	0	0	0	1	0	0	34	236	1	2	0	0
3:00 PM	0	4	19	1	0	0	14	0	0	0	0	0	0	1	0	0	39	248	0	3	3	2
3:15 PM	0	5	22	6	3	9	19	2	0	0	0	0	0	1	2	5	74	240	17	0	9	2
3:30 PM	0	8	35	7	0	5	28	0	0	0	0	0	0	0	0	6	89		47	0	4	12
3:45 PM	0	4	21	1	0	1	12	0	0	0	0	0	0	1	0	6	46		5	0	0	1
4:00 PM	0	2	18	0	0	0	8	0	0	0	0	0	0	1	0	2	31		0	0	0	0
Count Total	0	26	131	15	3	15	95	2	0	0	0	0	0	5	2	19	313		70	5	16	17
Peak Hour	0	21	97	15	3	15	73	2	0	0	0	0	0	3	3 2	2 1	7 24	18	69	3	16	17

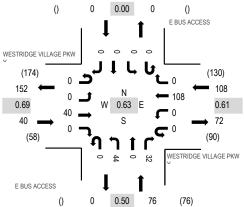


Location: 38 E BUS ACCESS & WESTRIDGE VILLAGE PKWY AM

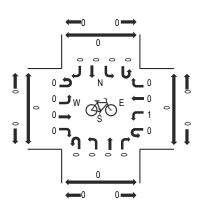
Date: Wednesday, November 13, 2024 Peak Hour: 08:00 AM - 09:00 AM

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

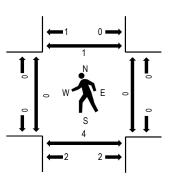
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	WEST	WESTRIDGE VILLAGE EARNWInd				RIDGE	VILLA	AGE	Е	BUS A	CCESS	3	Е	BUS A	CCES	3						
Interval		Easkild	Wind			WER#W	Sund			Northb	ound			South	oound			Rolling	Ped	lestriar	n Crossin	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
8:00 AM	0	0	5	0	0	0	23	0	0	1	0	0	0	0	0	0	29	224	0	0	0	0
8:15 AM	0	0	9	0	0	0	44	0	0	17	0	19	0	0	0	0	89	212	0	0	0	0
8:30 AM	0	0	16	0	0	0	29	0	0	25	0	13	0	0	0	0	83	146	0	0	1	1
8:45 AM	0	0	10	0	0	0	12	0	0	1	0	0	0	0	0	0	23		0	0	3	0
9:00 AM	0	0	8	0	0	0	9	0	0	0	0	0	0	0	0	0	17		0	0	1	0
9:15 AM	0	0	10	0	0	0	13	0	0	0	0	0	0	0	0	0	23		0	0	0	0
Count Total	0	0	58	0	0	0	130	0	0	44	0	32	0	0	0	C	264		0	0	5	1
Peak Hour	0	0	40	0	0	0	108	0	0	44	0	32	0	0) ()	0 22	.4	0	0	4	1

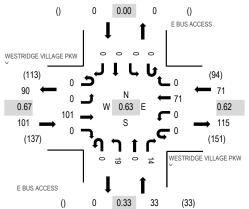


Location: 38 E BUS ACCESS & WESTRIDGE VILLAGE PKWY PM

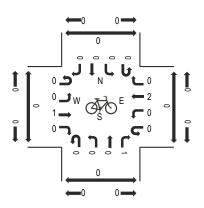
Date: Wednesday, November 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

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

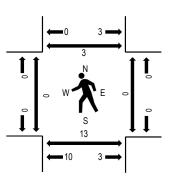
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

		WEST	WESTRIDGE VILLAGE				RIDGE	VILLA	GE	Е	BUS A	CCESS	3	Е	BUS A	CCES	S						
In	nterval		Eastly	W Ynd			WEKN	Yund			Northb	ound			South	ound			Rolling	Ped	lestriar	n Crossir	ngs
Sta	rt Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
2:4	45 PM	0	0	17	0	0	0	15	0	0	0	0	0	0	0	0	0	32	201	0	0	3	0
3:0	00 PM	0	0	16	0	0	0	12	0	0	0	0	0	0	0	0	0	28	205	0	0	9	2
3:′	15 PM	0	0	24	0	0	0	30	0	0	2	0	4	0	0	0	0	60	204	0	0	3	0
3:3	30 PM	0	0	39	0	0	0	17	0	0	16	0	9	0	0	0	0	81		0	0	1	0
3:4	45 PM	0	0	22	0	0	0	12	0	0	1	0	1	0	0	0	0	36		0	0	0	1
4:0	00 PM	0	0	19	0	0	0	8	0	0	0	0	0	0	0	0	0	27		0	0	0	0
Count	Total	0	0	137	0	0	0	94	0	0	19	0	14	0	0	0	0	264		0	0	16	3
Peak	Hour	0	0	101	0	0	0	71	0	0	19	0	14	0	0	()	0 20)5	0	0	13	3

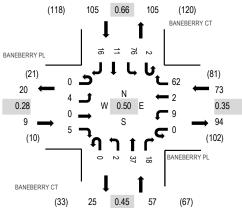


Location: 39 BANEBERRY CT & BANEBERRY PL AM

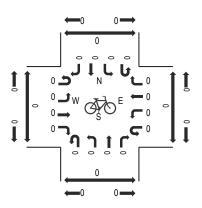
Date: Wednesday, November 13, 2024 Peak Hour: 08:00 AM - 09:00 AM

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

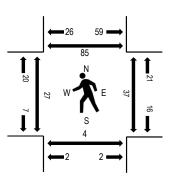
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

manno ocumo				,,,,,,,,	_																	
	BA	NEBE	RRY P	L	BA	NEBEF	RRY PL		BA	NEBER	RRY C	Τ	B	ANEBE	RRY C	Τ						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	lestriar	Crossii	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
8:00 AM	0	0	0	0	0	1	0	3	0	0	6	0	1	26	4	0	41	244	0	0	0	0
8:15 AM	0	0	0	1	0	1	0	11	0	2	9	4	0	28	5	7	68	223	9	6	0	35
8:30 AM	0	4	0	4	0	7	2	43	0	0	18	14	1	20	1	9	123	167	16	31	4	47
8:45 AM	0	0	0	0	0	0	0	5	0	0	4	0	0	2	1	0	12		2	0	0	3
9:00 AM	0	0	0	0	0	0	1	2	0	0	6	1	0	5	5	0	20		0	0	0	1
9:15 AM	0	0	1	0	0	1	0	4	0	0	3	0	0	1	2	0	12		0	0	0	0
Count Total	0	4	1	5	0	10	3	68	0	2	46	19	2	82	18	16	276		27	37	4	86
Peak Hour	0	4	0	5	0	9	2	62	0	2	37	18	2	76	3 11	1	6 24	4	27	37	4	85

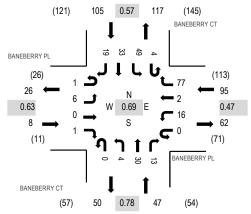


Location: 39 BANEBERRY CT & BANEBERRY PL PM

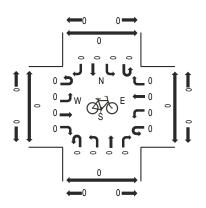
Date: Wednesday, November 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

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

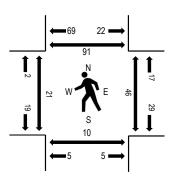
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

manno ocume	111000	,,, <u>,</u>	4 10	,,,,,,,,	•																	
	BA	NEBE	RRY P	L	BA	NEBEF	RRY PL		BA	NEBE	RRY C	Γ	B	ANEBE	RRY C	Т						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	lestriar	Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
2:45 PM	0	2	0	0	0	0	0	4	0	0	3	0	0	5	5	0	19	231	1	0	0	1
3:00 PM	0	2	0	0	0	0	0	5	0	1	5	6	2	16	7	3	47	255	1	0	1	0
3:15 PM	1	0	0	1	0	3	0	8	0	0	8	6	2	26	12	6	73	233	3	20	6	29
3:30 PM	0	4	0	0	0	12	2	41	0	3	12	0	0	3	8	7	92		17	24	3	62
3:45 PM	0	0	0	0	0	1	0	23	0	0	5	1	0	4	6	3	43		0	2	0	0
4:00 PM	0	1	0	0	0	0	0	14	0	0	4	0	0	4	2	0	25		2	2	1	2
Count Total	1	9	0	1	0	16	2	95	0	4	37	13	4	58	40	19	299		24	48	11	94
Peak Hour	1	6	0	1	0	16	2	77	0	4	30	13	4	49	33	3 1	9 25	5	21	46	10	91

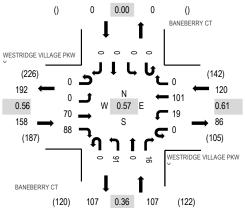


Location: 40 BANEBERRY CT & WESTRIDGE VILLAGE PKWY AM

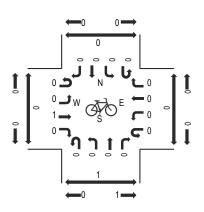
Date: Wednesday, November 13, 2024 Peak Hour: 08:00 AM - 09:00 AM

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

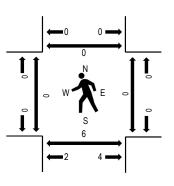
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

		WES ⁻	TRIDGI	E VILL	AGE	WEST	RIDGE	VILLA	GE	BA	ANEBE	RRY C	Т	В	ANEBE	RRY C	Т						
Inter	val		Easte	W Ynd			WER#	6Yund			Northb	ound			South	oound			Rolling	Ped	lestriar	n Crossir	ngs
Start 7	Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
8:00	AM	0	0	8	24	0	10	15	0	0	8	0	0	0	0	0	0	65	385	0	0	0	0
8:15	AM	0	0	28	43	0	3	28	0	0	14	0	1	0	0	0	0	117	352	0	0	3	0
8:30	AM	0	0	26	19	0	6	43	0	0	59	0	15	0	0	0	0	168	269	0	0	2	0
8:45	AM	0	0	8	2	0	0	15	0	0	10	0	0	0	0	0	0	35		0	0	1	0
9:00	AM	0	0	6	9	0	1	8	0	0	6	0	2	0	0	0	0	32		0	0	0	0
9:15	AM	0	0	11	3	0	0	13	0	0	7	0	0	0	0	0	0	34		0	0	0	0
Count To	otal	0	0	87	100	0	20	122	0	0	104	0	18	0	0	0	0	451		0	0	6	0
Peak Ho	our	0	0	70	88	0	19	101	0	0	91	0	16	0	C) ()	0 38	35	0	0	6	0

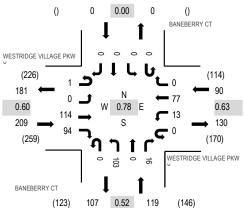


Location: 40 BANEBERRY CT & WESTRIDGE VILLAGE PKWY PM

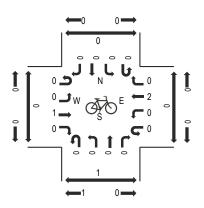
Date: Wednesday, November 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

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

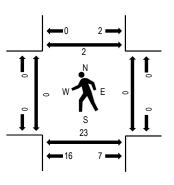
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	WES.	TRIDG	E VILL	AGE	WEST	RIDGE	VILLA	GE	BA	NEBE	RRY C	Т	В	ANEBE	RRY C	Т						
Interval		Eaglib	W Ynd			Welsto	Yund			Northb	ound			South	oound			Rolling	Ped	lestriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
2:45 PM	0	0	20	9	0	1	13	0	0	7	0	0	0	0	0	0	50	391	0	0	0	0
3:00 PM	0	0	29	26	0	6	8	0	0	9	0	1	0	0	0	0	79	418	0	0	3	2
3:15 PM	1	0	40	46	0	5	18	0	0	16	0	2	0	0	0	0	128	390	0	0	12	0
3:30 PM	0	0	25	11	0	2	34	0	0	54	0	8	0	0	0	0	134		0	0	5	0
3:45 PM	0	0	20	11	0	0	17	0	0	24	0	5	0	0	0	0	77		0	0	3	0
4:00 PM	0	0	15	6	0	0	10	0	0	15	0	5	0	0	0	0	51		0	0	0	0
Count Total	1	0	149	109	0	14	100	0	0	125	0	21	0	0	0	C	519		0	0	23	2
Peak Hour	1	0	114	94	0	13	77	0	0	103	C) 16	0	C) ()	0 41	18	0	0	23	2

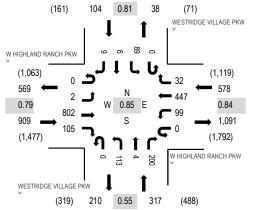


Location: 41 WESTRIDGE VILLAGE PKWY & W HIGHLAND RANCH PKWY AM

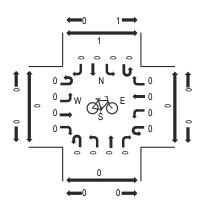
Date: Wednesday, November 13, 2024 **Peak Hour:** 07:45 AM - 08:45 AM

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

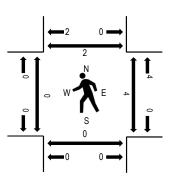
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

W HIGHLAND RANCH PKWYW HIGHLAND RANCH PKWY WESTRIDGE VILLAGE PKWYWESTRIDGE VILLAGE PKWY

Interval		Eastb	ound			Westb	ound			Northb	ound			Southl	oound			Rolling	Ped	estrian	Crossin	gs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru I	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South 1	√orth
7:45 AM	0	0	227	7	0	19	116	4	0	12	0	34	0	22	1	2	444	1,908	0	0	0	0
8:00 AM	0	1	171	16	0	20	87	2	0	15	0	36	0	15	1	2	366	1,858	0	2	0	2
8:15 AM	0	1	223	62	0	33	105	10	0	21	1	49	0	29	1	2	537	1,819	0	0	0	0
8:30 AM	0	0	181	20	0	27	139	16	0	65	3	81	0	23	3	3	561	1,601	0	2	0	0
8:45 AM	0	1	168	10	0	18	120	8	0	22	1	31	0	15	0	0	394	1,337	0	0	0	0
9:00 AM	0	2	130	7	1	25	100	7	0	10	0	32	0	12	0	1	327		0	0	1	0
9:15 AM	0	0	115	6	0	17	122	6	0	15	0	26	0	11	0	1	319		0	3	0	0
9:30 AM	0	1	117	11	0	13	97	7	0	6	0	28	0	15	2	0	297		0	0	0	0
Count Total	0	6	1,332	139	1	172	886	60	0	166	5	317	0	142	8	11	3,245		0	7	1	2
Peak Hour	0	2	802	105	0	99	447	32	0	113	4	200	0	89) (6 9	1,90	18	0	4	0	2

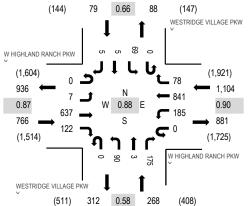


Location: 41 WESTRIDGE VILLAGE PKWY & W HIGHLAND RANCH PKWY PM

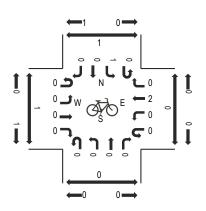
Date: Wednesday, November 13, 2024 Peak Hour: 03:00 PM - 04:00 PM

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

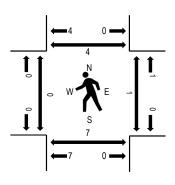
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

W HIGHLAND RANCH PKWYW HIGHLAND RANCH PKWY WESTRIDGE VILLAGE PKWYWESTRIDGE VILLAGE PKWY

Interval			Eastb	ound			Westb	ound			Northbo	ound			Southl	oound			Rolling	Ped	estrian	Crossin	gs
Start Tim	e U-Tı	ırn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South 1	√orth
2:30 PM		0	0	166	12	0	32	121	8	0	7	1	26	0	12	1	1	387	1,908	1	0	1	1
2:45 PM		0	1	166	17	0	40	164	15	0	8	1	23	0	14	0	1	450	2,150	0	3	0	0
3:00 PM		0	1	159	32	0	58	220	11	0	6	0	28	0	14	2	1	532	2,217	0	1	5	3
3:15 PM		0	2	171	56	0	49	173	16	0	9	0	33	0	26	3	1	539	2,162	0	0	0	0
3:30 PM		0	3	168	17	0	36	236	34	0	51	2	69	0	13	0	0	629	2,079	0	0	2	0
3:45 PM		0	1	139	17	0	42	212	17	0	24	1	45	0	16	0	3	517		0	0	0	1
4:00 PM		0	1	186	16	0	30	169	14	0	13	1	35	0	10	0	2	477		0	0	0	1
4:15 PM		0	2	166	15	0	36	173	15	0	8	0	17	0	23	0	1	456		0	0	1	0
Count Total		0	11	1,321	182	0	323	1,468	130	0	126	6	276	0	128	6	10	3,987		1	4	9	6
Peak Hour		0	7	637	122	0	185	841	78	0	90	3	175	0	69) 5	;	5 2,21	7	0	1	7	4

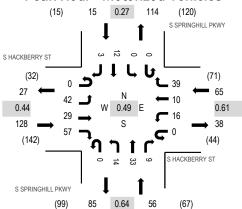


Location: 42 S SPRINGHILL PKWY & S HACKBERRY ST AM

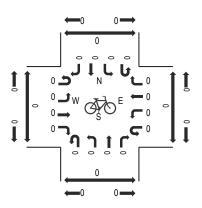
Date: Wednesday, November 13, 2024 Peak Hour: 08:00 AM - 09:00 AM

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

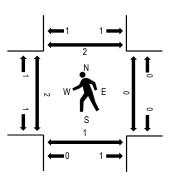




Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	SH	ACKB	ERRY S	ST	SHA	ACKBE	RRY S	Т	S SP	RINGH	ILL PK	WY	S SF	RINGH	IILL PK	WY						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	ound			Rolling	Ped	estriar	Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:45 AM	0	0	0	6	0	3	0	1	0	3	2	2	0	0	0	0	17	260	0	0	0	1
8:00 AM	0	2	1	6	0	7	1	2	0	3	6	2	0	0	0	0	30	264	1	0	0	1
8:15 AM	0	20	5	11	0	2	3	22	0	2	14	0	0	0	0	0	79	248	0	0	1	0
8:30 AM	0	19	19	35	0	5	6	14	0	7	10	5	0	0	11	3	134		0	0	0	1
8:45 AM	0	1	4	5	0	2	0	1	0	2	3	2	0	0	1	0	21		1	0	0	0
9:00 AM	0	1	3	4	0	1	0	1	0	2	1	1	0	0	0	0	14		0	0	0	1
Count Total	0	43	32	67	0	20	10	41	0	19	36	12	0	0	12	3	295		2	0	1	4
Peak Hour	0	42	29	57	0	16	10	39	0	14	33	9	0	0	12	2	3 26	64	2	0	1	2

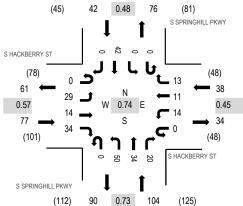


Location: 42 S SPRINGHILL PKWY & S HACKBERRY ST PM

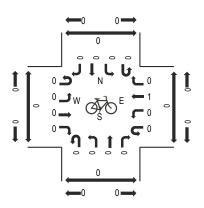
Date: Wednesday, November 13, 2024 Peak Hour: 03:00 PM - 04:00 PM

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

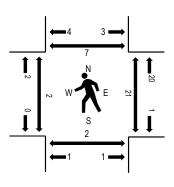
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	SH	ACKBI	ERRY	ST	SH	ACKBE	RRY S	Т	S SP	RINGH	ILL PK	WY	S SF	RINGH	IILL PK	WΥ						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	ound			Rolling	Ped	lestriar	Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
2:45 PM	0	1	2	4	0	4	2	0	0	7	0	6	0	0	0	0	26	249	0	1	3	0
3:00 PM	0	5	1	3	0	2	2	1	0	18	11	7	0	0	1	0	51	261	0	16	2	4
3:15 PM	0	19	2	6	0	5	7	10	0	16	16	3	0	0	0	0	84	242	2	4	0	2
3:30 PM	0	5	10	22	0	4	1	2	0	9	6	6	0	0	23	0	88		0	1	0	0
3:45 PM	0	0	1	3	0	3	1	0	0	7	1	4	0	0	18	0	38		0	0	0	1
4:00 PM	0	1	6	10	0	1	2	1	0	6	2	0	0	0	3	0	32		0	0	0	3
Count Total	0	31	22	48	0	19	15	14	0	63	36	26	0	0	45	0	319		2	22	5	10
Peak Hour	0	29	14	34	0	14	11	13	0	50	34	20	0	0	42	2	0 26	61	2	21	2	7

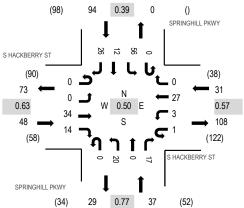


Location: 43 SPRINGHILL PKWY & S HACKBERRY ST AM

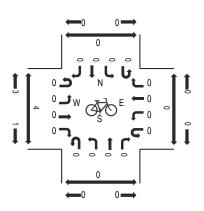
Date: Wednesday, November 13, 2024 Peak Hour: 08:00 AM - 09:00 AM

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

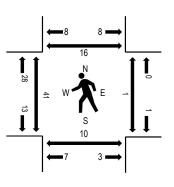
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	SH	ACKB	ERRY :	ST	SHA	ACKBE	RRY S	ST	SPF	RINGHI	LL PKV	۷Y	SPI	RINGHI	LL PK\	ΝY						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	ound			Rolling	Ped	lestriar	Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:45 AM	0	0	5	1	0	1	3	0	0	3	0	3	0	0	0	1	17	208	0	0	0	2
8:00 AM	0	0	5	2	0	0	4	0	0	5	0	1	0	3	1	0	21	210	0	0	0	0
8:15 AM	0	0	15	5	0	1	9	0	0	7	0	5	0	16	1	6	65	208	10	1	4	3
8:30 AM	0	0	12	5	1	2	11	0	0	4	0	9	0	34	9	18	105		31	0	6	12
8:45 AM	0	0	2	2	0	0	3	0	0	4	0	2	0	3	1	2	19		0	0	0	1
9:00 AM	0	0	3	1	0	1	2	0	0	6	0	3	0	0	1	2	19		0	0	0	1
Count Total	0	0	42	16	1	5	32	2 0	0	29	0	23	0	56	13	29	246		41	1	10	19
Peak Hour	0	0	34	14	1	3	27	0	0	20	0	17	0	56	12	2 2	6 21	0	41	1	10	16

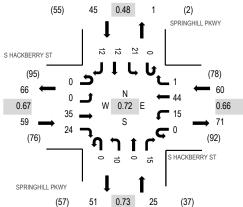


Location: 43 SPRINGHILL PKWY & S HACKBERRY ST PM

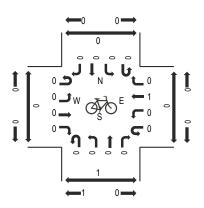
Date: Wednesday, November 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

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

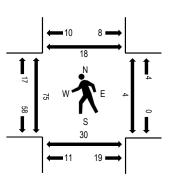
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	SH	ACKBI	ERRY :	ST	SHA	ACKBE	RRY S	T	SPF	RINGHI	LL PKV	۷Y	SPI	RINGH	LL PK	NY						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	destriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
2:45 PM	0	0	7	0	0	0	10	0	1	4	1	1	0	1	0	1	26	183	2	1	2	2
3:00 PM	0	0	5	5	0	2	14	1	0	3	0	3	0	1	1	1	36	189	3	0	7	5
3:15 PM	0	0	8	3	0	4	20	0	0	4	0	6	0	5	4	1	55	184	26	2	7	4
3:30 PM	0	0	18	4	0	6	6	0	0	1	0	5	0	14	6	6	66		41	1	14	5
3:45 PM	0	0	4	12	0	3	4	0	0	2	0	1	0	1	1	4	32		5	1	2	4
4:00 PM	0	0	7	3	0	2	6	0	0	3	0	2	0	3	0	5	31		2	1	3	4
Count Total	0	0	49	27	0	17	60) 1	1	17	1	18	0	25	12	18	246		79	6	35	24
 Peak Hour	0	0	35	24	0	15	44	1	0	10	0	15	0	21	12	2 1:	2 18	39	75	4	30	18

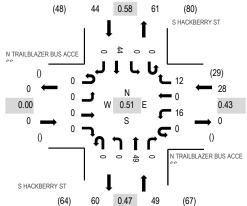


Location: 44 S HACKBERRY ST & N TRAILBLAZER BUS ACCESS AM

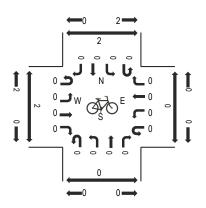
Date: Wednesday, November 13, 2024 **Peak Hour:** 07:45 AM - 08:45 AM

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

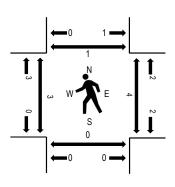
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

		N TR/	AILBLA	AZER E	BUS	N TRA	AILBLA	ZER E	BUS	SH	IACKBE	ERRY S	ST	SH	ACKB	ERRY :	ST						
Interval			A	₽ ₽₽₽			W6SE	Find			Northb	ound			South	oound			Rolling	Ped	estriar	n Crossir	ngs
Start Time	l	J-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:45 AM		0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	121	1	2	0	0
8:00 AM		0	0	0	0	0	1	0	0	0	0	6	0	0	0	5	0	12	120	0	0	0	0
8:15 AM		0	0	0	0	0	6	0	4	0	0	8	0	0	0	19	0	37	119	0	1	0	0
8:30 AM		0	0	0	0	0	9	0	8	0	0	29	0	0	0	13	0	59		2	1	0	1
8:45 AM		0	0	0	0	0	0	0	1	0	0	9	0	0	0	2	0	12		1	0	0	0
9:00 AM		0	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	11		0	0	0	0
Count Total		0	0	0	0	0	16	() 13	0	0	67	0	0	0	48	C	144		4	4	0	1
Peak Hour		0	0	0	0	0	16	C	12	0	0	49	0	0	C) 44		0 12	21	3	4	0	1

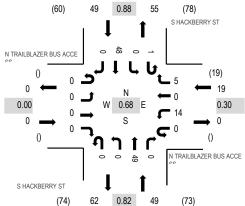


Location: 44 S HACKBERRY ST & N TRAILBLAZER BUS ACCESS PM

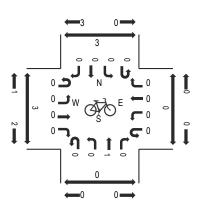
Date: Wednesday, November 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

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

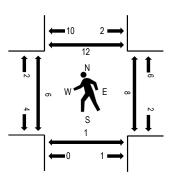
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Interval		N TR	AILBLA	AZER E ē§a∳d	BUS	N TRA	NLBLA WG&E		SUS	SH	IACKBE Northb		ST	SH	ACKBI Southb		ST		Rolling	Ped	lestrian	n Crossir	ngs
Start Time) e	J-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
2:45 PM		0	0	0	0	0	0	0	0	0	0	13	0	0	0	5	0	18	106	1	1	0	0
3:00 PM		0	0	0	0	0	0	0	0	0	0	14	0	0	0	9	0	23	117	0	3	0	0
3:15 PM		0	0	0	0	0	2	0	0	0	0	6	0	1	0	13	0	22	111	2	3	1	2
3:30 PM		0	0	0	0	0	11	0	5	0	0	15	0	0	0	12	0	43		4	2	0	10
3:45 PM		0	0	0	0	0	1	0	0	0	0	14	0	0	0	14	0	29		0	0	0	0
4:00 PM		0	0	0	0	0	0	0	0	1	0	10	0	0	0	6	0	17		1	2	0	1
Count Total		0	0	0	0	0	14	C) 5	1	0	72	0	1	0	59	0	152		8	11	1	13
Peak Hour		0	0	0	0	0	14	0	5	0	0	49	0	1	C	48	} () 11	7	6	8	1	12

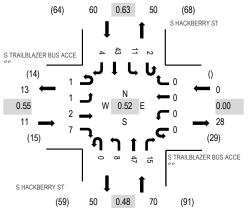


Location: 45 S HACKBERRY ST & S TRAILBLAZER BUS ACCESS AM

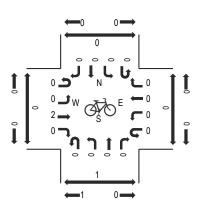
Date: Wednesday, November 13, 2024 **Peak Hour:** 07:45 AM - 08:45 AM

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

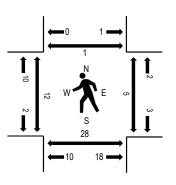
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

	STR	AILBL	AZER E	BUS	S TRA	AILBLA	ZER E	BUS	SH	IACKBE	ERRY S	ST	SH	ACKB	ERRY	ST						
Interval		₽ 66	56i6d			West	€£nd			Northb	ound			South	oound			Rolling	Ped	lestriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:45 AM	0	0	0	2	0	0	0	0	0	1	5	0	2	0	4	1	15	141	1	2	2	0
8:00 AM	1	0	0	1	0	0	0	0	0	2	6	1	0	0	6	0	17	141	0	2	1	0
8:15 AM	0	0	1	1	0	0	0	0	0	0	8	7	0	5	19	0	41	138	0	0	7	1
8:30 AM	0	1	1	3	0	0	0	0	0	5	28	7	0	6	14	3	68		11	1	18	0
8:45 AM	0	0	0	2	0	0	0	0	0	1	9	1	0	0	2	0	15		1	0	0	0
9:00 AM	0	0	0	2	0	0	0	0	1	0	9	0	0	0	2	0	14		0	0	0	0
Count Total	1	1	2	11	0	0	(0 0	1	9	65	16	2	11	47	4	170		13	5	28	1
Peak Hour	1	1	2	7	0	0	C	0	0	8	47	' 15	2	11	43	3	4 14	11	12	5	28	1

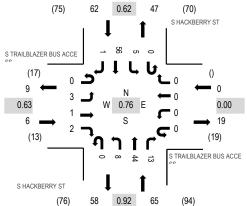


Location: 45 S HACKBERRY ST & S TRAILBLAZER BUS ACCESS PM

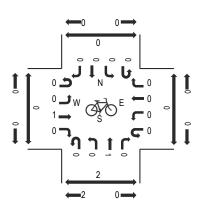
Date: Wednesday, November 13, 2024 **Peak Hour:** 03:00 PM - 04:00 PM

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

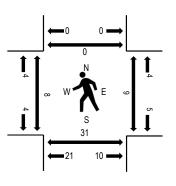
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Interval	S TR	AILBL/	AZER E	BUS	STRA	NESE W6SE		BUS	SH	IACKBE Northb		ST	SH	ACKB South		ST		Rolling	Dod	lootrior	n Crossir	ngo
Start Time	U-Turn	Left	Thru	Right	U-Turn			Right	U-Turn	Left		Right	U-Turn	Left	Thru	Right	Total	Hour	West		South	
2:45 PM	0	1	0	2	0	0	0	0	0	4	11	0	0	0	6	0	24	128	1	1	1	0
3:00 PM	0	0	0	0	0	0	0	0	0	3	14	1	0	0	9	0	27	133	1	0	3	0
3:15 PM	0	0	1	1	0	0	0	0	0	2	6	10	0	1	12	0	33	131	2	4	9	0
3:30 PM	0	0	0	0	0	0	0	0	0	3	15	1	0	4	20	1	44		5	5	16	0
3:45 PM	0	3	0	1	0	0	0	0	0	0	9	1	0	0	15	0	29		0	0	3	0
4:00 PM	0	0	0	4	0	0	0	0	0	3	11	0	0	0	6	1	25		1	2	3	0
Count Total	0	4	1	8	0	0	(0	0	15	66	13	0	5	68	2	182		10	12	35	0
Peak Hour	0	3	1	2	0	0	C	0	0	8	44	13	0	5	56	6	1 13	33	8	9	31	0



Appendix C Existing Traffic Signal Timing Plans

Phase [1.1.1]

	ф1	φ2	ф3	ф4	φ5	ф6	ф7	ф8	ф9	φ10	ф11	φ12	ф13	φ14	ф15	ф16
	(SWL)	(NET)	(NWL)	(SET)	(NEL)	(SWT)	-	(NWT)	-		-				-	
Walk	0	5	0	0	0	5	0	5	0	0	0	0	0	0	0	0
Ped Clearance	0	19	0	0	0	20	0	27	0	0	0	0	0	0	0	0
Min Green	5	15	5	13	5	15	5	13	0	0	0	0	0	0	0	0
Gap Ext	1.5	3	2.5	2.5	1.5	3	1.5	2.5	0	0	0	0	0	0	0	0
Max1	25	40	40	25	15	40	15	40	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	3	4.5	3	4.5	3	4.5	3	4.5	3	3	3	3	3	3	3	3
Red Clr	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Red Revert	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																

Phase Option [1.1.2]

•	φ1	φ2	ф3	ф4	ф5	ф6	ф7	ф8	ф9	ф10	ф11	ф12	ф13	ф14	ф15	ф16
	(SWL)	(NET)	(NWL)	(SET)	(NEL)	(SWT)		(NWT)								
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	ф3	ф4	ф5	ф6	ф7	φ8	φ9	ф10	ф11	φ12	ф13	ф14	ф15	ф16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time		5				5		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																
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																

Reviewed By / Date

Ring Sequence [1.2.4]

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

Unit Parameters [1.2.1]

tartUp Flash			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]

				[- 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	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	0	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	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	8	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0

Detector, Ped Detectors 1-16 [5.4]

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

Channels/SDLC, Assign to Phases [1.8.1]

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	2	4	3	6	4	8	1	2	3	4	2	4	6	8	5	6	5	7				
Type	OLP	VEH	OLP	VEH	OLP	VEH	OLP	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OLP	OLP	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	DRK	DRK	DRK	DRK	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK											
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

		9			- L.																			
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	10	21	22	23	24
Flash Red																								
Flash Yellow													ON	ON	ON	ON								
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	1	2	3	4	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		Inch	uded l	Phases	i			Mod	lifer P	hases		Type	Green	Yellow	Red
Overlap 1	1						2					FYA-4		4.5	
Overlap 2	3						4					FYA-4		4.5	
Overlap 3	5						6					FYA-4		3	
Overlap 4	7						8					FYA-4		3	
Overlap 5	1											NORMAL		3	2
Overlap 6	3											NORMAL		3	2
Overlap 7												NORMAL		3.5	1.5
Overlap 8												NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

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

Overlap Program Parameters+ [1.5.2.3]

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

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

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	ON	ON	ON	ON
Override Higher Preempt	ON	ON				
Flash in Dwell	ON	ON				
Link to Preempt	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	5	5	5	5
Min Green	0	0	5	5	5	5
Min Walk	0	0	0	0	0	0
	0	0	3	3	3	3
Ped Clear	0	0	0	0	0	0
Track Green 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
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	4	4	4	4
Exit 2	0	0	7	7	7	7
Exit 3	0	0	0	0	0	0
Exit 4	0	0	0	0	0	0

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

D	1	1	2	4	-	-
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	1	1	1	1
DwellCyc Over 2	0	0	2	2	2	2
DwellCyc Over 3	0	0	3	3	3	3
DwellCyc Over 4	0	0	4	4	4	4
DwellCyc Over 5	0	0	0	0	0	0
DwellCyc Over 6	0	0	0	0	0	0
DwellCyc Over 7	0	0	0	0	0	0
DwellCyc Over 8	0	0	0	0	0	0
DwellCyc Over 9	0	0	0	0	0	0
DwellCyc Over 10	0	0	0	0	0	0
DwellCyc Over 11	0	0	0	0	0	0
DwellCyc Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Max	0	0	0	0	0	0

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

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

Initial Dwell Overlap 16 0 0 0 0 0 0

Coordination, Modes,+ [2.1]

Modes

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

Modes+

	Leave Before	Leave After	Recycle	Stop In Walk	External			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			100										
Offset Time	110	99	32			32										
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	5	10	10	10	10	10
Long	34	34	34	34	34	34	34	34
Dwell								
No Short P 1	4	4	4			4		
No Short P 2	8	8	8			8		
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1	ON	ON	ON					
Olp Off 2	ON	ON	ON					
Olp Off 3	ON	ON	ON					
Olp Off 4	ON	ON	ON					
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Coordination, Pattern+ 9-16 [2.5]

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

Coordination, Pattern+ 17 - 24 [2.5]

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

Coordination	n. Splits	: [2.7.1	1													
Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	31	32	35	22	12	51	15	42								
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	30	40	28	22	12	58	12	38								
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 NON	32	23	20	12	45 NON	12	31	NON	NON	NON	NON	NON	NON	NON	NON
Mode Coord Phase	NON	MAX ON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coold I hase		OIV												l		
6 24 75 11 4										10	11	12	12	14	1.5	16
Split Table 4 Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	1,01,	11011	11011	11011	1,01,	11011	11011	11011	1,01,	1,01,	11011	11011	11011	11011	11011	11011
Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	-		-	-			,	U		10	11	12	15	14	13	10
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	12	45	23	20	12	45	12	31								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Coord Fliase		ON														
Coold Flase		ON														
Split Table 7	1	ON 2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Split Table 7 Time		2														
Split Table 7 Time Mode	1 NON		3 NON	4 NON	5 NON	6 NON	7 NON	8 NON	9 NON	10 NON	11 NON	12 NON	13 NON	14 NON	15 NON	16 NON
Split Table 7 Time		2														
Split Table 7 Time Mode Coord Phase	NON	2 NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 7 Time Mode Coord Phase Split Table 8		2														
Split Table 7 Time Mode Coord Phase Split Table 8 Time	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON 13	NON 14	NON 15	NON 16
Split Table 7 Time Mode Coord Phase Split Table 8	NON	2 NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON 13	NON 14	NON 15	NON 16
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10 NON	NON 11 NON	NON 12 NON	NON 13 NON	NON 14 NON	NON 15 NON	NON 16 NON
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON 13	NON 14	NON 15	NON 16
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10 NON	NON 11 NON	NON 12 NON	NON 13 NON	NON 14 NON	NON 15 NON	NON 16 NON
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time	NON 1 NON	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6 NON	NON 7	NON 8	NON 9	NON 10 NON 10	NON 11 NON	NON 12 NON 12	NON 13 NON	NON 14 NON	NON 15 NON 15	NON 16 NON 16
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time Mode	NON 1 NON	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6 NON	NON 7	NON 8	NON 9	NON 10 NON 10	NON 11 NON	NON 12 NON 12	NON 13 NON	NON 14 NON	NON 15 NON 15	NON 16 NON 16
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time Mode Coord Phase	NON 1 NON	NON 2 NON 2 NON	NON 3 NON NON	NON 4 NON NON	NON 5 NON NON	NON 6 NON NON	NON 7	NON 8 NON	NON 9	NON 10 NON NON	NON 11 NON 11 NON	NON 12 NON NON	NON 13 NON NON	NON 14 NON 14 NON	NON 15 NON 15 NON	NON 16 NON NON
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time Mode	NON 1 NON	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6 NON	NON 7 NON NON	NON 8	NON 9 NON NON	NON 10 NON 10	NON 11 NON	NON 12 NON 12	NON 13 NON 13 13	NON 14 NON	NON 15 NON 15	NON 16 NON 16
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time Mode Coord Phase Split Table 10 Time Mode	NON 1 NON	NON 2 NON 2 NON	NON 3 NON NON	NON 4 NON NON	NON 5 NON NON	NON 6 NON NON	NON 7 NON NON	NON 8 NON	NON 9 NON NON	NON 10 NON NON	NON 11 NON 11 NON	NON 12 NON NON	NON 13 NON NON	NON 14 NON 14 NON	NON 15 NON 15 NON	NON 16 NON 16 NON
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time Mode Coord Phase Split Table 9 Time Mode Coord Phase	NON I NON NON 1	NON 2 NON NON 2	NON 3 NON NON 3	NON 4 NON NON	NON 5 NON NON 5 NON	NON 6 NON 6 NON	7	NON 8 NON NON 8	NON 9 NON NON 9	NON 10 NON 10 NON 10	NON 11 NON 11 11	NON 12 NON 12 12 12	NON 13 NON 13 13	NON 14 NON 14	NON 15 NON 15	NON 16 NON 16
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time Mode Coord Phase Split Table 10 Time Mode	NON I NON NON 1	NON 2 NON NON 2	NON 3 NON NON 3	NON 4 NON NON	NON 5 NON NON 5 NON	NON 6 NON 6 NON	7	NON 8 NON NON 8	NON 9 NON NON 9	NON 10 NON 10 NON 10	NON 11 NON 11 11	NON 12 NON 12 12 12	NON 13 NON 13 13	NON 14 NON 14	NON 15 NON 15	NON 16 NON 16
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time Mode Coord Phase Split Table 10 Time Mode Coord Phase Split Table 10 Time Split Table 10 Time Split Table 10 Time Split Table 10 Time Mode Coord Phase	NON I NON NON 1	NON 2 NON NON 2	NON 3 NON NON 3	NON 4 NON NON	NON 5 NON NON 5 NON	NON 6 NON 6 NON	7	NON 8 NON NON 8	NON 9 NON NON 9	NON 10 NON 10 NON 10	NON 11 NON 11 11	NON 12 NON 12 12 12	NON 13 NON 13 13	NON 14 NON 14	NON 15 NON 15	NON 16 NON 16
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time Mode Coord Phase Split Table 10 Time Mode Coord Phase Split Table 10 Time Mode Coord Phase	NON 1 NON 1 NON 1 NON 1 1 NON	2	NON 3 NON NON 3 NON 3 NON	NON	NON	NON	7	NON 8 NON NON 8 NON 8 NON	NON 9 NON NON 9 NON 9 NON	NON 10 NON 10 NON 10 NON 10	NON	NON 12 NON 12 NON 12 12 NON 12 12	NON 13 NON 13 NON 13 NON	NON 14 NON 14 NON 14 14	NON 15 NO	NON 16 NON 16 NON 16
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time Mode Coord Phase Split Table 10 Time Mode Coord Phase Split Table 10 Time Mode Coord Phase	NON I NON NON I NON	NON 2 NON NON 2 NON NON	NON 3 NON NON 3 NON	NON 4 NON NON 4 NON	NON 5 NON 5 NON NON	NON 6 NON 6 NON 6 NON	7	NON 8 NON 8 NON NON	NON 9 NON NON 9 NON	10 NON 10 NON 10 NON	NON 11 NON 11 NON 11 NON	NON 12 NON 12 NON 12 NON	NON 13 NON 13 NON	NON 14 NON 14 NON NON	NON 15 NON 15 NON	NON 16 NON 16 NON 16 NON
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time Mode Coord Phase Split Table 10 Time Mode Coord Phase Split Table 10 Time Mode Coord Phase	NON 1 NON 1 NON 1 NON 1 1 NON	2	NON 3 NON NON 3 NON 3 NON	NON	NON	NON	7	NON 8 NON NON 8 NON 8 NON	NON 9 NON NON 9 NON 9 NON	NON 10 NON 10 NON 10 NON 10	NON	NON 12 NON 12 NON 12 12 NON 12 12	NON 13 NON 13 NON 13 NON	NON 14 NON 14 NON 14 14	NON 15 NO	NON 16 NON 16 NON 16 NON 16
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time Mode Coord Phase Split Table 10 Time Mode Coord Phase Split Table 11 Time Mode Coord Phase	NON I NON I NON I NON NON	NON 2 NON NON 2 NON NON	NON 3 NON NON 3 NON NON	NON 4 NON NON 4 NON NON	NON 5 NON 5 NON 5 NON NON	NON	7	NON 8 NON 8 NON NON 8 NON	NON 9 NON NON 9 NON NON	10 NON 10 NON 10 NON 10 NON	11 NON 11 NON 11 NON NON NON NON NON NON	12 NON 12 NON 12 NON 12 NON 12 NON	13 NON 13 NON 13 NON 13 NON	NON 14 NON 14 NON 14 NON 14 NON	15 NON 15 NON 15 NON 15 NON	16 NON 16 NON 16 NON NON
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time Mode Coord Phase Split Table 10 Time Mode Coord Phase Split Table 11 Time Mode Coord Phase	NON 1 NON 1 NON 1 NON 1 1 NON	2	NON 3 NON NON 3 NON 3 NON	NON	NON	NON	7	NON 8 NON NON 8 NON 8 NON	NON 9 NON NON 9 NON 9 NON	NON 10 NON 10 NON 10 NON 10	NON	NON 12 NON 12 NON 12 12 NON 12 12	NON 13 NON 13 NON 13 NON	NON 14 NON 14 NON 14 14	NON 15 NO	NON 16 NON 16 NON 16
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time Mode Coord Phase Split Table 10 Time Mode Coord Phase Split Table 11 Time Mode Coord Phase Split Table 11 Time Mode Coord Phase	NON I NON NON I NON NON I NON	2 NON	NON 3 NON NON 3 NON NON 3 NON	4	S	NON	7 NON 7 NON 7 NON 7 NON 7 NON 7	NON 8 NON 8 NON NON 8 NON	9 NON PON P	10 NON 10 NON 10 NON 10 NON 10 10	11 NON NON 11 NO	NON 12 NON 12 NON 12 NON 12 12	13 NON 13 NON 13 NON 13 NON 13	NON 14 NON 14 NON 14 NON 14 NON	15 NON 15 NON 15 NON 15 NON 15 NON	NON 16 NON 16 NON 16 NON 16
Split Table 7 Time Mode Coord Phase Split Table 8 Time Mode Coord Phase Split Table 9 Time Mode Coord Phase Split Table 10 Time Mode Coord Phase Split Table 11 Time Mode Coord Phase	NON I NON I NON I NON NON	NON 2 NON NON 2 NON NON	NON 3 NON NON 3 NON NON	NON 4 NON NON 4 NON NON	NON 5 NON 5 NON 5 NON NON	NON	7	NON 8 NON 8 NON NON 8 NON	NON 9 NON NON 9 NON NON	10 NON 10 NON 10 NON 10 NON	11 NON 11 NON 11 NON NON NON NON NON NON	12 NON 12 NON 12 NON 12 NON 12 NON	13 NON 13 NON 13 NON 13 NON	NON 14 NON 14 NON 14 NON 14 NON	15 NON 15 NON 15 NON 15 NON	16 NON 16 NON 16 NON NON

Station : 19 - 1	H <u>R Pkw</u>	y & wr	CIKWy	Spring	11111 1 15 V	vy (Sta	naara r	110)								
Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	1		3		3	0	,	0	, ,	10	11	12	13	14	13	10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
	_															
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	11011	11011	11011	11011	11011	11011	11011	11011	11011	11011	11011	11011	11011	11011	11011	11011
Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	1		3	-	,	<u> </u>	,			10	11	12	13	14	13	10
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 Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Fliase																
C 11. T 11 40										10		- 10				1.6
Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		1	l												1	1
Time Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Mode Coord Phase																
Mode Coord Phase	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON 13	NON 14	NON 15	NON 16
Mode Coord Phase Split Table 20																
Mode Coord Phase Split Table 20 Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode Coord Phase Split Table 20 Time Mode	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode Coord Phase Split Table 20 Time Mode Coord Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time	NON 1	NON 2	3 NON	4 NON	5 NON	6 NON	7 NON 7	8 NON	9 NON	10 NON	11 NON 11	12 NON	13 NON	14 NON	15 NON	16 NON 16
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode	1 NON	2 NON	3 NON	4 NON	5 NON	6 NON	7 NON	8 NON	9 NON	10 NON	11 NON	12 NON	13 NON	14 NON	15 NON	16 NON
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time	NON 1	NON 2	3 NON	4 NON	5 NON	6 NON	7 NON 7	8 NON	9 NON	10 NON	11 NON 11	12 NON	13 NON	14 NON	15 NON	16 NON 16
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase	NON NON	NON 2	NON 3	NON 4	5 NON	6 NON	7 NON 7	8 NON	9 NON PON	10 NON 10 NON	NON 11 NON	NON 12 NON	NON 13	14 NON 14 NON	15 NON 15 NON	16 NON 16 NON
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 21 Time Split Table 21 Time Split Table 21 Time Split Table 21 Time Split Table 22	NON 1	NON 2	3 NON	4 NON	5 NON	6 NON	7 NON 7	8 NON	9 NON	10 NON	11 NON 11	12 NON	13 NON	14 NON	15 NON	16 NON 16
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase	1 NON NON 1	NON 2 NON 2	NON 3 NON NON	NON 4 NON 4	5 NON S 5 S S 5	6	7 NON 7 NON 7	8 NON NON 8	9 NON PON PON PON PON PON PON PON PON PON	10 NON 10 NON	11 NON NON 11 11	12 NON 12 NON	13 NON 13 NON	14 NON 14 NON	15 NON 15 NON	16 NON 16 NON 16
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 21 Split Table 21 Time Mode Coord Phase	NON NON	NON 2	NON 3	NON 4	5 NON	6 NON	7 NON 7	8 NON	9 NON 9	10 NON 10 NON	NON 11 NON	NON 12 NON	NON 13	14 NON 14 NON	15 NON 15 NON	16 NON 16 NON
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Toord Phase	1 NON NON 1	NON 2 NON 2	NON 3 NON NON	NON 4 NON 4	5 NON S 5 S S 5	6	7 NON 7 NON 7	8 NON NON 8	9 NON PON PON PON PON PON PON PON PON PON	10 NON 10 NON	11 NON NON 11 11	12 NON 12 NON	13 NON 13 NON	14 NON 14 NON	15 NON 15 NON	16 NON 16 NON 16
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase	1 NON NON NON	NON 2 NON 2 NON	3 NON 3 NON NON	NON 4 NON NON	5 NON S NON	6	7 NON 7 NON 7 NON	8 NON 8 NON	9 NON PON PON PON PON PON PON PON PON PON	10 NON 10 NON	11 NON NON NON NON	12 NON 12 NON	13 NON 13 NON 13	14 NON 14 NON 14 NON	15 NON 15 NON 15 NON	16 NON 16 NON NON
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase	1 NON NON 1	NON 2 NON 2	NON 3 NON NON	NON 4 NON 4	5 NON S 5 S S 5	6	7 NON 7 NON 7	8 NON NON 8	9 NON 9 NON NON	10 NON 10 NON	11 NON NON 11 11	12 NON 12 NON	13 NON 13 NON	14 NON 14 NON	15 NON 15 NON	16 NON 16 NON 16
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase	1 NON NON NON	NON 2 NON 2 NON	3 NON 3 NON NON	NON 4 NON NON	5 NON S NON	6	7 NON 7 NON 7 NON	8 NON 8 NON	9 NON 9 NON NON	10 NON 10 NON	11 NON NON NON NON	12 NON 12 NON	13 NON 13 NON 13	14 NON 14 NON 14 NON	15 NON 15 NON 15 NON	16 NON 16 NON NON
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase	1 NON NON 1 NON 1	NON 2 NON 2 NON 2	3 NON NON 3 NON 3 NON	4 NON	5 NON 5 NON 5	6 NON NON 6	7 NON 7 NON 7	8 NON 8 NON 8	9 NON 9 NON 9	10 NON 10 NON 10 10	11 NON NON 11 NON 11 NON 11	12 NON 12 NON 12	13 NON 13 NON 13 13	14 NON 14 NON 14	15 NON 15 NON 15 15	16 NON 16 NON 16 16
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase	1 NON NON 1 NON 1	NON 2 NON 2 NON 2	3 NON NON 3 NON 3 NON	4 NON	5 NON 5 NON 5	6 NON NON 6	7 NON 7 NON 7	8 NON 8 NON 8	9 NON 9 NON 9	10 NON 10 NON 10 10	11 NON NON 11 NON 11 NON 11	12 NON 12 NON 12	13 NON 13 NON 13 13	14 NON 14 NON 14	15 NON 15 NON 15 15	16 NON 16 NON 16 16
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase	1 NON NON 1 NON 1	NON 2 NON 2 NON 2	3 NON NON 3 NON 3 NON	4 NON	5 NON 5 NON 5	6 NON NON 6	7 NON 7 NON 7	8 NON 8 NON 8	9 NON 9 NON 9	10 NON 10 NON 10 10	11 NON NON 11 NON 11 NON 11	12 NON 12 NON 12	13 NON 13 NON 13 13	14 NON 14 NON 14	15 NON 15 NON 15 15	16 NON 16 NON 16 16 NON 16
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase	1 NON 1 NON 1 NON 1 NON 1 NON NON NON NO	2	3 NON 3 NON 3 NON 3 3	4 NON NON 4 NON 4 4	5 NON	6	7 NON 7 NON 7 NON 7	8 NON 8 NON 8 NON 8	9 NON 9 NON 9 NON 9	10 NON 10 NON 10 NON 10 10 10	11 NON 11	12 NON 12 NON 12 NON 12 NON	13 NON 13	14 NON 14 NON 14 NON 14 NON 14	15 NON 15	16 NON NON 16 NON NON
Mode Coord Phase Split Table 20 Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase Split Table 23 Split Table 24	I NON NON 1 NON NON	NON 2 NON NON 2 NON	NON 3 NON NON 3 NON	4 NON NON 4 NON NON	5 NON	6	7 NON 7 NON 7 NON	8 NON S NON S NON	9 NON 9 NON 9 NON	10 NON 10 NON 10 NON	11 NON NON 11 NON NON NON NON	12 NON 12 NON 12 NON 12 NON	13 NON 13 NON 13 NON	14 NON 14 NON 14 NON	15 NON 15 NON 15 NON 15	16 NON 16 NON 16 NON

Station : 19 - 1	HR Pkw	y & W l	₹ Pkwy	Spring	niii PKV	vy (Sia	iiuai u i	nc)								
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						
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						
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						
Coord Phase																
Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	1			-	3	U	,		,	10	11	12	13	14	13	10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON						
Coord Phase	NON	NON	INOIN	NON	NON	NON	NON	NON	NON	NOI						
Split Table 29	1	2	3	4	l 5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	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						
Coord Phase																
							T _									
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						
Coord Phase																
Split Table 32	1	2	2	1 4	- 5	6	7	0	0	10	11	12	12	1.4	15	14
Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																16 NON
<u> </u>	1 NON	2 NON	3 NON	4 NON	5 NON	6 NON	7 NON	8 NON	9 NON	10 NON	NON	NON	NON	14 NON	NON	NON

TB Coor, Advanced Scheduler [4.3]

Minute Action

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w & WR Pkww/Springhill Pk

Station: 19 - HR	Pkwy	& WR	Pkwy/	Spring	hill Pkv	vy (Sta	ndard F	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	1			-	-	<u> </u>	,	-		10		12	10		10	10
Minute																
Action																
Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1	7	8	21	3	U	/	0	,	10	11	12	13	14	13	10
Minute			0	21												
Action	99	6	3	99												
D DI T II 11	_						-	1 0		10	11	12	12	- 14	1.5	16
Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute Action	_															
Action																
Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																\Box
Action	1															
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				<u> </u>	-	-	<u> </u>	-		10		- 12	10		10	10
Minute																
Action																
Day Plan Table 15	1	2	3	4	5	-	7	0	9	10	11	12	12	1.4	15	16
Hour	1		3	4	3	6	/	8	9	10	11	12	13	14	15	16
Minute																-
Action																-
										1.0						1
Day Plan Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute Action																
ACHOII	1	1		1		1	1	1								
Day Plan Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1															
Minute	+															\vdash
Action	1															
Day Plan Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	1															
Day Plan Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																
Day Plan Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1	- 4	3	-	3	0		0	, ,	10	- 11	14	13	14	13	10
Minute																\vdash
Action																\vdash
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TB Coor, Action Table [4.5]

IB Coor,	Action	able [4.5										
Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0				-		
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
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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	22				0	0		-				
23	23							-				
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						
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39					0	0						
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56					0	0						
57					0	0						
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62					0	0						
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64						0		-				
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99	254 255				0	0						

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]

		, , , , , , , , , , , , , , , , , , , 	1	1 11450	Options		·-,								
Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON									0	0
2		ON			ON									0	0
3		ON			ON									0	0
4		ON			ON									0	0
5		ON			ON									0	0
6		ON			ON									0	0
7		ON			ON									0	0
8		ON			ON									0	0

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM															
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 2, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM															
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

User Input map [1.8.9.1]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Pin 1	2	16	8	22	3	17	9	23
Pin 2	6	20	12	26	198	199	196	189
Pin 3	15	1	21	7	27	13	28	14
Pin 4	189	189	189	189	4	18	10	24
Pin 5	130	134	132	136	200	201	202	203
Pin 6	189	5	19	11	25	178	208	207
Pin 7	192	93	194	195	196	197	189	189
Pin 8	189	189	189	189	189	189	189	189

User Output map [1.8.9.2]

1 1 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	115	115	115	114
Pin 6	18	115	12	36	60	11	35	59
Pin 7	17	115	18	42	66	17	41	65
Pin 8	115	115	115	115	115	115	115	115

Station: 33 - HR Pkwy & Deer Creek/Westridge Village Pkwy (Standard File)

Phase [1.1.1]

	φ1 (WL)	φ2 (ET)	ф3	φ4 (ST)	φ5 (EL)	φ6 (WT)	ф7	φ8 (NT)	ф9	ф10	ф11	ф12	ф13	ф14	ф15	ф16
Walk	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Ped Clearance	0	13	0	23	0	11	0	22	0	0	0	0	0	0	0	0
Min Green	5	20	0	5	5	20	0	5	0	0	0	0	0	0	0	0
Gap Ext	1.5	3	0	2	1.5	3	0	2	0	0	0	0	0	0	0	0
Max1	15	40	0	25	15	40	0	25	0	0	0	0	0	0	0	0
Max2	8	30	0	20	8	30	0	20	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	2	0	2	1	2	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 (WL)	φ2 (ET)	ф3	φ4 (ST)	φ5 (EL)	φ6 (WT)	ф7	φ8 (NT)	ф9	ф10	ф11	ф12	ф13	ф14	ф15	ф16
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														
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

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

Prepared By / Date	Reviewed By / Date

Station: 33 - HR Pkwy & Deer Creek/Westridge Village Pkwy (Standard File)

Ring Sequence [1.2.4]

	-							1
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		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

Detector, Vehicle Parameters 1-16 [5.1]

				[- 1											
Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON	ON	ON
Added Initial																
Call	ON	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON	ON	ON	ON
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	7.5	0	3	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	3	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: 33 - HR Pkwy & Deer Creek/Westridge Village Pkwy (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	OLP	OLP	OLP	OLP	PED	VEH	VEH	VEH	VEH														
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK											
Alt Hz		ON				ON																		
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

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

Overlap General Parameters [1.5.1]

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

Overlap Program Parameters [1.5.2.1]

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

Overlap Conflict Parameters+ [1.5.2.2]

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

Overlap Program Parameters+ [1.5.2.3]

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

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

Station: 33 - HR Pkwy & Deer Creek/Westridge Village Pkwy (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+

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													
Offset Time	118	105	45													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern 17-32 [2.4]

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

Coordination, Pattern+ 1-8 [2.5]

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

Station: 33 - HR Pkwy & Deer Creek/Westridge Village Pkwy (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	24	24	24	24	24	24	24	24
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Coordination, Pattern+ 17 - 24 [2.5]

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

Station: 33 - HR Pkwy & Deer Creek/Westridge Village Pkwy (Standard File)

		,			0	Ü	,									
Coordination	, Splits	s [2.7.1]													
Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	75		30	12	78		30								
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	18	84		18	12	90		18								
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	55		33	12	55		33								
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					<u> </u>											<u> </u>
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 Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Fliase																
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													
Coord Phase			NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
			NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 9	1	2	NON 3	NON 4			NON 7		NON 9	NON 10	NON 11	NON 12				NON 16
Split Table 9	1				NON 5	NON 6		NON 8					NON 13	NON 14	NON 15	
Time Mode	1 NON															
Time		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time Mode		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time Mode Coord Phase		2 NON	3 NON	4 NON	5 NON	6 NON	7 NON	8 NON	9 NON	10 NON	11 NON	12 NON	13 NON	14 NON	15 NON	16 NON
Time Mode Coord Phase Split Table 10 Time Mode		2 NON	3 NON	4 NON	5 NON	6 NON	7 NON	8 NON	9 NON	10 NON	11 NON	12 NON	13 NON	14 NON	15 NON	16 NON
Time Mode Coord Phase Split Table 10 Time	NON 1	NON 2	NON 3	4 NON	5 NON	6 NON	7 NON 7	8 NON	9 NON	10 NON	11 NON	12 NON	13 NON	14 NON	15 NON	16 NON
Time Mode Coord Phase Split Table 10 Time Mode Coord Phase	NON 1	NON 2	NON 3	4 NON	5 NON	6 NON	7 NON 7	8 NON	9 NON	10 NON	NON 11 NON	12 NON	13 NON	14 NON	15 NON 15 NON	16 NON 16 NON
Time Mode Coord Phase Split Table 10 Time Mode	NON 1 NON	NON 2	NON 3	4 NON	5 NON	6 NON	7 NON 7 NON	8 NON	9 NON 9	10 NON 10 NON	11 NON	NON 12 NON	13 NON 13	14 NON 14 NON	15 NON	16 NON
Time Mode Coord Phase Split Table 10 Time Mode Coord Phase Split Table 11 Time Mode	NON 1 NON	NON 2	NON 3	4 NON	5 NON	6 NON	7 NON 7 NON	8 NON	9 NON 9	10 NON 10 NON	NON 11 NON	NON 12 NON	13 NON 13	14 NON 14 NON	15 NON 15 NON	16 NON 16 NON
Time Mode Coord Phase Split Table 10 Time Mode Coord Phase Split Table 11 Time	NON 1	NON 2 NON 2	NON 3 NON NON	NON 4 NON 4	5 NON 5 NON 5	6 NON 6 NON	7 NON 7 NON 7	8 NON 8 NON 8	9 NON PON NON	10 NON 10 NON 10	11 NON 11 NON	12 NON 12 NON	13 NON 13 NON	14 NON 14 NON 14	15 NON 15 NON 15	16 NON NON 16
Time Mode Coord Phase Split Table 10 Time Mode Coord Phase Split Table 11 Time Mode Coord Phase	NON 1 NON NON	NON 2 NON NON	3 NON NON NON	4 NON 4 NON	5 NON 5 NON NON	6 NON 6 NON	7 NON 7 NON NON	8 NON 8 NON	9 NON 9 NON NON	10 NON 10 NON	11 NON 11 NON NON	12 NON 12 NON	13 NON 13 NON	14 NON 14 NON 14	15 NON 15 NON 15	16 NON 16 NON NON
Time Mode Coord Phase Split Table 10 Time Mode Coord Phase Split Table 11 Time Mode	NON 1	NON 2 NON 2	NON 3 NON NON	NON 4 NON 4	5 NON 5 NON 5	6 NON 6 NON	7 NON 7 NON 7	8 NON 8 NON 8	9 NON PON NON	10 NON 10 NON 10	11 NON 11 NON	12 NON 12 NON	13 NON 13 NON	14 NON 14 NON 14	15 NON 15 NON 15	16 NON 16 NON 16
Time Mode Coord Phase Split Table 10 Time Mode Coord Phase Split Table 11 Time Mode Coord Phase Split Table 11 Time Mode Coord Phase	NON 1 NON NON	NON 2 NON NON	3 NON NON NON	4 NON 4 NON	5 NON 5 NON NON	6 NON 6 NON	7 NON 7 NON NON	8 NON 8 NON	9 NON 9 NON NON	10 NON 10 NON	11 NON 11 NON NON	12 NON 12 NON	13 NON 13 NON	14 NON 14 NON 14	15 NON 15 NON 15	16 NON 16 NON NON

Station : 33 - HR Pkwy & Deer Creek/Westridge Village Pkwy (Standard File)

Station : 33 - 1										10	11	12	12	1.4	15	16
Split Table 13 Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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	NON	NON	NON	NON	NON	NON	NON	NON	NOIN	NON	NON	NON	NON	NON	NON	NON
Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord I hase			l		l	1	1	l		I	I			I		
Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	1			-	3	-	_ ′	- 0	, ,	10	11	12	13	14	13	10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 18 Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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	NON	NON	NON	NON	NON	NON	NON	NON	NOIN	NOIN	NOIN	NON	NON	NON	NON	NON
						-										
Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coold I hase																
Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	1	-		-	3	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	<u> </u>	-		10	- 11	12	13	14	13	10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
								8	9	10	11	12	13	14	15	
	1	2	3	4	5	6	7	0		10				17	13	16
Split Table 22 Time Mode	1 NON	2 NON	3 NON	4 NON	5 NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Time																
Time Mode																
Time Mode Coord Phase																
Time Mode Coord Phase Split Table 23 Time	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON	NON	NON 14	NON	NON 16
Time Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Time Mode Coord Phase Split Table 23 Time Mode	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON	NON	NON 14	NON	NON 16
Time Mode Coord Phase Split Table 23 Time Mode Coord Phase	NON NON	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10 NON	NON 11 NON	NON 12 NON	NON 13 NON	NON 14 NON	NON 15 NON	NON 16 NON
Time Mode Coord Phase Split Table 23 Time Mode Coord Phase	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON	NON	NON 14	NON	NON 16
Time Mode Coord Phase Split Table 23 Time Mode Coord Phase	NON NON	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10 NON	NON 11 NON	NON 12 NON	NON 13 NON	NON 14 NON	NON 15 NON	NON 16 NON

Douglas County Timing Sheet

Station: 33 - HR Pkwy & Deer Creek/Westridge Village Pkwy (Standard File)

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																
Coord T Mase																
Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	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															
Coord Phase																
Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NO														
Coord Phase																
Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	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															
Coord Phase																
Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NO														
Coord Phase																
Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NO														

Station: 33 - HR Pkwy & Deer Creek/Westridge Village Pkwy (Standard File)

TB Coor, Advanced Scheduler [4.3]

Hour Minute Action

	Mo	ontl	h									Da	ay c	of V	Vee	k			Da	y o	f N	1on	th					1										2											3		
Plan				A N	1 J	J	A	S	6 () N	I D		M				F		1			4		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	Į.	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		2
3						Т	Т	Т	Т	Т	Т																														Т	Т	Τ	Т	Т		\Box				1
4																																											\perp	\perp	\Box						1
5	Ш	Ш	_		_	\perp	┸	┸	4	4	\perp	\perp	\perp			$oxed{}$	\perp					Щ		_	_	_	_	_	_	_	_			Ш				Ш		L	╙	┸	4	4	_	_	_	_	4	4	1
6	Ш	Ш	_	4	_	\perp	┸	┸	4	4	\perp	_	╙									Щ		_	_	_	_	_	_	_	_			Ш				Ш		L	╙	┸	1	4	4	_	_	_	4	4	1
7		Ш	_	+	\perp	\perp	\perp	╀	+	+	\perp	\perp	-			L	L	L				Ш			_	_	_	_	_	_	_			Ш	_	_		Ш		L	╄	\perp	+	4	\dashv	4	_	_	\perp	4	1
8	\vdash	Н	\dashv	+	+	+	+	+	+	+	+	+	╀	H		H	H	H		\dashv		Н	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\vdash		Н	\dashv	-		Н	Н	H	╀	+	+	+	+	\dashv	\dashv	\dashv	+	+	1
10	1	Н	\dashv	+	+	+	+	+	+	+	+	+	1	1	1	-	-	H	1	\dashv	_	Н	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\vdash		Н	\dashv	\dashv		Н	Н	H	╁	+	+	+	+	\dashv	\dashv	\dashv	+	+	10
11	1	Н	\dashv	+	l	+	+	+	+	+	+	+	1	1	1	1	1	H	1	\dashv	_	Н	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv			Н	-	\dashv		Н	-	H	╀	+	+	+	+	1	1	1	1	1	10
12	\vdash	Н	\dashv	+	+	1	+	+	+	+	+	+	1	1	1	1	1	Н			_	1		\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv			Н	\neg	\neg		Н	\vdash	H	+	+	۲	+	+	1	1	-	1	1	10
13		Н	\dashv	+	+	Ť	+	1		+	+	+	1	Ť	Ė	Ė	Ė	Н	1	1	1		1	1	1	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv			Н				Н		Н	$^{+}$	+	$^{+}$	†	+	\dashv	\dashv	\dashv	\dashv	+	10
14		Н	\dashv	+	+	+	+	Ť	+	1		+	1			1	Н	Н	_	-	_	Ť	-	-		\dashv	\dashv	\dashv	\dashv	\dashv	\dashv			Н	\neg	\neg		Н	Н	1	1	1	1	ı	1	1	1	\dashv	\dashv	\pm	10
15		П	\neg	\top	Т	T	т	T	\top	\top	1	Т	1	1	1	1	1					П		\neg	\neg	\neg	\neg	\neg	\neg	\neg	\neg			П				П		Г	T	T	1		\top	┪	\neg	\neg	\top	\top	10
16																																													\Box						1
17	1												1							1																															10
18						1											1				1																						I	1	\Box						10
19	\vdash	Ш	_	4	4	1	\perp	1	1	4	\perp	\perp	1	L	\vdash	L	L	L				Щ	1		_	4	_	4	_	4	4			Ш	_	_		Ц	Ш	\vdash	╀	\perp	+	4	4	4	_	4	4	4	10
20	\vdash	Ш	_	4	4	\perp	4	1	+	4	1		1	L		L	1	L				Щ	_	_	_	4	_	4	_	4	4			Ш	_	_		Ц	Ш	L	╀	1	+	4	4	4	_	4	4	4	10
21	\vdash	\square	-	+	+	+	+	+	+	+	1		1	L	\vdash	L	Ļ	L	\vdash	_	_	Ш	4	4	4	4	_	4	-	4	4		\vdash	Ш	4	4		Н	Ш	\vdash	╀	+	+	+	1	4	_	4	+	+	10
22	Н	Н	+	+	+	+	+	+	+	+	1	+	⊬	H		H	1	H		\dashv	_	Н	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	+	\dashv	\dashv			Н	-	\dashv		Н	-	H	╀	╀	+	+	+	\dashv	\dashv	\dashv	+	1	10
23	\vdash	Н	\dashv	+	+	+	+	+	+	+	+	+	╀	H		H	H	H		\dashv	_	Н	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv	\dashv			Н	-	-		Н	-	H	╀	+	+	+	+	\dashv	\dashv	\dashv	+	+	1
24								_	_							_	_	_				Ш			_									Ш						_	_		_	_	_	_	_		_	_	1
TB C	lan		ole :				1			5		6			4 9			5			6			7		- 2	8 23 30			9			10			11			12			1	3		_ _	14	_		15		16
		Actio				1	00	+	(99	+	1		Н	3	$^{+}$		2	\dashv	_	3	+	-	99	+		.00	\dashv			\dashv							Н	_		+		_	\forall	_	_	_				
Day P				2			1			2		3			4	1		5	1		6			7			8	1		9			10			11			12		I	1	3		_	14	_		15		16
		Hou						+		5	+	8		L	21	4		23	4			+			+			4			_			_				L			+			4	_		_			_	
		Ainu				1	00	+		99	+	3		H	99	+		30 00	+			+			+			+			\dashv			-				H			╀			\dashv			—	H		\dashv	
		Actio									_					_								_									10								_	_	_								
Day P				•			1	+		2	+	3			4	_		5	_		6	_		7	_		8	_		9			10			11			12		+	1	3			14			15	_	16
		Hou ∕Iinu			_			+			+			H		+	_		+		_	+			+			\dashv			\dashv	_		-			_	H			+			\dashv	_		—	H		\dashv	
		Actio						+			+			\vdash		+			+			+			+			\dashv			\dashv			-				H			+			\dashv	_		_			\dashv	
_																																																			
Day P				4			1	4		2	\perp	3		L	4	\downarrow		5	_		6	4		7	4		8	4		9	_		10			11		L	12		╀	1	3			14			15		16
		Hou						4			+			\vdash		4			4			+			+			4			4	_						\vdash			\perp			4	_			\vdash			
		Minu Actic						+			+			H		+			+			+			+			+			\dashv			-				H			+			4	_		—	\vdash		\dashv	
Day P				5			1	Ц		2	L.	3			4			5	\perp		6			7			8			9			10			11			12		L	1	3			14			15		16
		Hou						4			+			\vdash		4			4			+			+			4			_	_						\vdash			\perp			4	_			\vdash			
		/linu						4			\perp			L		4			4			\perp			\perp			4			4			_				L			1			4	_			L		4	
	Α	Actio	on																																												_				
Day P				6			1	1		2	Ţ	3			4	1		5	1		6	1		7	1		8			9			10			11			12		I	1	3	1	_	14	_		15		16
		Hou ∕Iinu						+			+			H		+			+			+			+			+			\dashv			-				\vdash			+			\dashv	_		—	\vdash			
		Actio						+			+			\vdash		+			+			+			+			+			\dashv			\dashv				\vdash			+			\dashv	_		—	\vdash			
		LUIT	1					+			_			_		_			_			_			_			_			_							_			_			_	_		_			_	
Day P	lan	Tal	ole '	7			1	T		2		3			4	_		5	_		6	_		7	_		8	_		9			10			11			12		T	1	3			14	_		15	_	16

Station : 33 - HR Pkwy & Deer Creek/Westridge Village Pkwy (Standard File)

Station: 33 - HR																
Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																
						1										1
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		5	8	21	23											
Minute	100	00			30											
Action	100	99	3	99	100											
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						1 -		Ť		1		<u> </u>				1
Minute																
Action																
Day Plan Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	 		<u> </u>	<u> </u>		T T	<u> </u>	<u> </u>					1		15	10
Minute																
Action																
Day Plan Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1		3	-	3	0	,		,	10	- 11	12	13	14	13	10
Minute																
Action																
Day Plan Table 15	-	_	-	1 4				0		10	11	12	12	14	1.5	16
Day Plan Table 15 Hour	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minute																
Action																
D DI T. II 46		_								10		1 40	1 12			1 46
Day Plan Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour Minute																
Action	1															
rection																
			-													1
Day Plan Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	-															
Minute Action	-															
Action	1	I		1	<u> </u>	1	<u> </u>	1	<u> </u>	1		1	1	<u> </u>	<u> </u>	1
Day Plan Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute	-									-						
Action	1	<u> </u>			<u> </u>	<u> </u>			<u> </u>						<u> </u>	1
Day Plan Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour			_				1	1	1	1	I	1	1	I	I	
Hour Minute																
Hour																
Hour Minute																
Hour Minute Action	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour Minute	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

Station: 33 - HR Pkwy & Deer Creek/Westridge Village Pkwy (Standard File)

TB Coor, Action Table [4.5]

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

Station : 33 - HR Pkwy & Deer Creek/Westridge Village Pkwy (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]

		, , , , , , , , , , , , , , , , , , , 	, , , , , ,	1 11450	Options		·-,								
Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON									0	0
2		ON			ON									0	0
3		ON			ON									0	0
4		ON			ON									0	0
5		ON			ON									0	0
6		ON			ON									0	0
7		ON			ON									0	0
8		ON			ON									0	0

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

Station: 33 - HR Pkwy & Deer Creek/Westridge Village Pkwy (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM															
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 2, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM															
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

User Input map [1.8.9.1]

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

User Output map [1.8.9.2]

1 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

Phase [1.1.1]

	φ1	ф2	ф3	ф4	ф5	ф6	ф7	ф8	ф9	ф10	ф 11	ф12	ф13	ф14	ф15	ф16
		(NET)				(SWT)	•	(NWT)		*	,	, T	1	т .	Τ -	1
Walk	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Ped Clearance	0	15	0	26	0	15	0	27	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	3	0	3	1.5	3	0	3	0	0	0	0	0	0	0	0
Max 1	10	45	0	30	10	45	0	30	0	0	0	0	0	0	0	0
Max2	8	25	0	15	8	25	0	15	0	0	0	0	0	0	0	0
Yellow Clr	3	4.5	3	3	3	4.5	3	3	3	3	3	3	3	3	3	3
Red Clr	2	2	3	2	2	2	4	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 (SWL)	φ2 (NET)	ф3	φ4 (SET)	φ5 (NEL)	φ6 (SWT)	ф7	φ8 (NWT)	ф9	ф10	ф11	ф12	ф13	ф14	ф15	ф16
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	ф2	ф3	ф4	ф5	ф6	ф7	φ8	ф9	φ 10	ф11	ф12	ф13	φ14	ф15	ф16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time				15				15								
Omit Yel																
Ped Out																
Start Yel																
Inhibit P1		ON														
Inhibit P2																
Inhibit P3				ON												
Inhibit P4																
Inhibit P5						ON										
Inhibit P6																
Inhibit P7								ON								
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

Ring Sequence [1.2.4]

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

Unit Parameters [1.2.1]

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

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Ped Detectors 1-16 [5.4]

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

Channels/SDLC, Assign to Phases [1.8.1]

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

Channel/SDLC +, Assign to Phases [1.8.4]

		<u> </u>	-																					
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	10	21	22	23	24
Flash Red																								
Flash Yellow													ON	ON	ON	ON								
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	1	2	3	4	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		Inch	uded 1	Phases	3			Mod	difer I	Phases		Type	Green	Yellow	Red
Overlap 1	1						2					FYA-4		3.5	1.5
Overlap 2	3						4					FYA-4		3.5	1.5
Overlap 3	5						6					FYA-4		3.5	1.5
Overlap 4	7						8					FYA-4		3.5	1.5
Overlap 5	3											NORMAL		3.5	1.5
Overlap 6	5											NORMAL		3.5	1.5
Overlap 7												NORMAL		3.5	1.5
Overlap 8												NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

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

Overlap Program Parameters+ [1.5.2.3]

#	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

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

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

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

Preempt Enable Type Skip Track Volt Mon Flash	1 RAIL	RAIL	ON EMERG	4 ON EMERG	5 ON	6 ON
Type Skip Track	RAIL	RAIL				ON
Skip Track	RAIL	RAIL	EMERG	EMEDIC		
				EMERG	EMERG	EMERG
37 - 14 3 4 E11.						
voit ivion riasn						
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	1	1	1	1
DwellCyc Over 2	0	0	2	2	2	2
DwellCyc Over 3	0	0	3	3	3	3
DwellCyc Over 4	0	0	4	4	4	4
DwellCyc Over 5	0	0	0	0	0	0
DwellCyc Over 6	0	0	0	0	0	0
DwellCyc Over 7	0	0	0	0	0	0
DwellCyc Over 8	0	0	0	0	0	0
DwellCyc Over 9	0	0	0	0	0	0
DwellCyc Over 10	0	0	0	0	0	0
DwellCyc Over 11	0	0	0	0	0	0
DwellCyc Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Max	0	0	0	0	0	0

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

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

Initial Dwell Overlap 16 0 0 0 0 0 0

Coordination, Modes,+ [2.1]

Modes

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

Modes+

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

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	120	120	100													
Offset Time	32	18	65													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Sea 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							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Coordination, Pattern+ 9-16 [2.5]

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

Coordination, Pattern+ 17 - 24 [2.5]

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

Split Table 12

Time

Mode Coord Phase 2

NON

NON NON

NON

1

NON

			_													
Coordination Split Table 1	n, Splits	[2.7.1 2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	65	3	37	12	71	,	37	,	10	11	12	13	17	13	10
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	12	71		37	15	68		37								
Mode Coord Phase	NON	MAX ON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	51		37	12	51		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	24	32	11000	35	19	32		40	11000	11000	110000					
Mode Coord Phase	NON	MIN ON	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Fliase		UN														
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	NON	11011	11011	11011	11011	11011	11011	11011	NON	11011	11011	11011	11011	11011	11011	NON
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coold I liase																
Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	-	_				, ,	<u>'</u>			10			10		10	10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 8 Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coold I hase		l	1		1	I	1	l	l		l	l	l	1	l	
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	21021	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Modo																
Mode Coord Phase	NON	NON	NON	NON	NOIN	11011	11011	11011	11011	11011	NON	11011	11011	11011	11011	

NON NON NON

10

NON

11

NON

12

NON

13

NON

14

NON

15

NON

16

NON

Station: 66 - H																
Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	1	L	3	7	3	U	,	0	,	10	11	12	13	17	13	10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord I hase																
C P4 T L1- 16		- 1	1 2	1 4	-		-	0		10	11	12	12	1.4	15	16
Split Table 16 Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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 Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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																
	1 NON	2 NON	3 NON	4 NON	5 NON	6 NON	7 NON	8 NON	9 NON	10 NON	11 NON	NON	13 NON	14 NON	15 NON	16 NON
Time Mode																
Time Mode Coord Phase																
Time Mode Coord Phase Split Table 21 Time	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON 13	NON 14	NON 15	NON 16
Time Mode Coord Phase Split Table 21 Time Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Time Mode Coord Phase Split Table 21 Time	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON 13	NON 14	NON 15	NON 16
Time Mode Coord Phase Split Table 21 Time Mode Coord Phase	NON 1 NON	NON 2 NON	NON 3	NON 4	NON 5	NON 6	NON 7 NON	NON 8	9 NON	NON 10 NON	NON 11 NON	NON 12 NON	NON 13 NON	NON 14 NON	NON 15	NON 16 NON
Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22	NON 1	NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10	NON 11	NON 12	NON 13	NON 14	NON 15	NON 16
Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time	NON 1	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10 NON 10	NON 11 NON 11	NON 12 NON 12	NON 13 NON	NON 14 NON 14	NON 15 NON 15	NON 16
Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22	NON 1 NON	NON 2 NON	NON 3	NON 4	NON 5	NON 6	NON 7 NON	NON 8	9 NON	NON 10 NON	NON 11 NON	NON 12 NON	NON 13 NON	NON 14 NON	NON 15	NON 16 NON
Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode	NON 1	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10 NON 10	NON 11 NON 11	NON 12 NON 12	NON 13 NON	NON 14 NON 14	NON 15 NON 15	NON 16
Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode	NON 1	NON 2 NON 2	NON 3	NON 4	NON 5	NON 6	NON 7	NON 8	NON 9	NON 10 NON 10	NON 11 NON 11	NON 12 NON 12	NON 13 NON	NON 14 NON 14	NON 15 NON NON	NON 16 NON 16
Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase	NON 1 NON NON	NON 2 NON NON	NON 3 NON NON	NON 4 NON NON	NON 5 NON NON	NON 6 NON NON	NON 7 NON NON	NON 8 NON NON	NON 9 NON NON	NON 10 NON NON	NON 11 NON NON	NON 12 NON NON	NON 13 NON 13	NON 14 NON NON	NON 15 NON 15	NON 16 NON 16 NON
Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Time Mode Toord Phase	NON 1 NON NON	NON 2 NON NON	NON 3 NON NON	NON 4 NON NON	NON 5 NON NON	NON 6 NON NON	NON 7 NON NON	NON 8 NON NON	NON 9 NON NON	NON 10 NON NON	NON 11 NON NON	NON 12 NON NON	NON 13 NON 13	NON 14 NON NON	NON 15 NON NON	NON 16 NON 16 NON
Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase	NON 1 NON 1 NON	NON 2 NON 2 NON 2	NON 3 NON NON 3	NON 4 NON 4	NON 5 NON NON 5 NON	NON 6 NON 6 NON	7	NON 8 NON NON 8	NON 9 NON NON 9	NON 10 NON 10 NON 10	NON	NON 12 NON 12 NON 12	NON 13 NON 13 13	NON 14 NON 14 14	NON 15 NON 15	16 NON 16 NON 16
Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase	NON 1 NON 1 NON NON	NON 2 NON NON 2 NON	NON 3 NON NON 3 NON	NON 4 NON NON 4 NON	NON 5 NON NON 5 NON	NON 6 NON 6 NON NON	NON 7 NON 7 NON NON	NON 8 NON NON 8 NON	NON 9 NON NON 9 NON	10 NON 10 NON 10 NON	NON 11 NON 11 NON	NON 12 NON 12 NON 12 NON	NON 13 NON 13 NON	NON 14 NON 14 NON	NON 15 NON 15 NON	16 NON 16 NON 16 NON
Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Split Table 24	NON 1 NON 1 NON	NON 2 NON 2 NON 2	NON 3 NON NON 3	NON 4 NON 4	NON 5 NON NON 5 NON	NON 6 NON 6 NON	7	NON 8 NON NON 8	NON 9 NON NON 9	NON 10 NON 10 NON 10	NON	NON 12 NON 12 NON 12	NON 13 NON 13 13	NON 14 NON 14 14	NON 15 NON 15	16 NON 16 NON 16
Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase Split Table 23 Time Mode Coord Phase	NON I NON NON NON I NON	NON 2 NON 2 NON NON 2 NON 2 2	NON 3 NON NON 3 NON 3 NON	NON	NON	6	7	NON 8 NON 8 NON NON 8 NON	NON 9 NON NON 9 NON 9 NON	10 10 NON 10 NON 10 NON 10	NON	NON 12 NON 12 NON 12 12 NO	13 NON 13 NON 13 NON 13 13	NON 14 NON 14 NON 14 14	15 NON 15 NON 15 NON 15 15	NON 16 NON 16 NON 16 NON 16
Time Mode Coord Phase Split Table 21 Time Mode Coord Phase Split Table 22 Time Mode Coord Phase Split Table 23 Split Table 23 Time Mode Coord Phase Split Table 23 Split Table 23 Split Table 23 Split Table 24	NON 1 NON 1 NON NON	NON 2 NON NON 2 NON	NON 3 NON NON 3 NON	NON 4 NON NON 4 NON	NON 5 NON NON 5 NON	NON 6 NON 6 NON NON	NON 7 NON 7 NON NON	NON 8 NON NON 8 NON	NON 9 NON NON 9 NON	10 NON 10 NON 10 NON	NON 11 NON 11 NON	NON 12 NON 12 NON 12 NON	NON 13 NON 13 NON	NON 14 NON 14 NON	NON 15 NON 15 NON	NON 16 NON 16 NON 16 NON

Coord Phase

Station : 66 -	H <u>R Pkw</u>	y & Fo	othills (anyon	(Stand	ard File	:)									
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	-		-	7	- 3		,			10	11	12	13	17	13	10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	NOIN	INOIN	IVOIV	INOIN	INOIN	IVOIV	INOIN	11011	IVOIV	INOIN	IVOIV	IVOIV	INOIN	INOIN	IVOIV	INOIN
Coord I hase																
6 24 75 11 27		1 2		1 4				l 0		10		1 12	12	1 14	1.5	1.0
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	-	_				Ť	<u> </u>	Ů					10		10	10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	1,01,	1.011	1.011	1.011	1.01	1.011	1.011	1.51	1.011	1.011	1.011	1.011	1.011	1.51	1.011	17011
Coord I hase		1	-	1	1	1	-	1	-	-	-	1			1	1
Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		J	-	3	U			, ,	10	11	14	13	14	13	10
Time					1		1	1	1			1	1	1		
Time Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

TB Coor, Advanced Scheduler [4.3]

Hour Minute Action

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Plan													S									2 3			5 6				9		1									0				3		_		_	7	8			_	Day Pla
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9				Щ					╙	┸	\perp	\perp	┸	┸	┸	4	4	4	\perp	_	\perp	4	4	4	4	4	4	4	4	_	_					\perp	╙	\perp	┸	4	1	4			╄	1	4	_				╙	\perp	1
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11				Щ	1					\perp	\perp	\perp	\perp	1		\perp	\perp	_	\perp	\perp	\perp	\perp	_	\perp	\perp	\perp	4	4	_	_							\perp	\perp	┸	\perp	\perp	4			┸	1	L	1	1	1	1	1	1	10
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23				Щ					┖	\perp	\perp	\perp	\perp	┸	┸	\perp	\perp	_	\perp	\perp	\perp	\perp	_	\perp	\perp	\perp	4	4	4	_							\perp	\perp	┸	\perp	\perp	4			╙	\perp	4	_				┖		1
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Station: 66 - HR Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1		3	7	3	0	,	0	,	10	- 11	12	13	17	13	10
Minute																
Action																
Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1		3	7	3	0	,	0	,	10	- 11	12	13	17	13	10
Minute																
Action																
Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1	8	21			Ů		-		10			10			10
Minute																
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				<u> </u>												
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																
Action																
				1									,			
Day Plan Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour Minute																
Action																
D DI T.11.16	-			1 4	-					10	111	12	1 12	1.4	1.5	16
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
Day Plan Table 17 Hour	+ 1		3	4	3	6		0	9	10	11	14	13	14	15	10
Minute	+															
Action																
Day Plan Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	1			7	3	, v	'	0	,	10	- 11	12	13	17	13	10
Minute	+			1												
Action																
Day Plan Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	<u> </u>	T -		<u> </u>		Ť	'	<u> </u>	<u> </u>			<u> </u>				1
Minute																
Action																
Day Plan Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	<u> </u>	T -		<u> </u>		Ť	'	<u> </u>	<u> </u>			<u> </u>				1
Minute																
Action																

TB Coor, Action Table [4.5]

Action	Pattern	able [4.5	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0	Special 3	Special T	Special 5	Special 0	Special /	>pecial (
2	2				0	0						
3	2 3				0	0						
4	4		1		0	0	1					
5	5		1		0	0	1					
	5		-		0		-					
6	6		-			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		i e		0	0	İ				İ	
20	20				0	0						
21	21				0	0						
22	22		 		0	0	 					
23	23		 		0	0	 					<u> </u>
24	24				0	0						
25	25				0							
25	25					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			1		0	0	1					
40					0	0						
41					0							
42						0						
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43					0	0						
44					0	0						
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46					0	0						
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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: 66 - HR Pkwy & Foothills Canyon (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

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

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

Alternate Phase Program 1, > Phase Options [1.1.6.2]

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

Alternate Phase Program 2, Phase Options [1.1.6.2]

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

Alternate Phase Program 3, Phase Options [1.1.6.2]

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

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

Station: 66 - HR Pkwy & Foothills Canyon (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 2, Vehicle Parameters [5.5.1]

ciccio. / lice																
Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

User Input map [1.8.9.1]

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

User Output map [1.8.9.2]

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



Appendix D Existing Level of Service Reports

	۶	→	•	•	-	•	1	†	~	/	ţ	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑ ↑		7	^	7	ሻ		7	ሻ	1>	
Traffic Volume (vph)	77	1112	23	60	479	87	45	37	107	109	21	92
Future Volume (vph)	77	1112	23	60	479	87	45	37	107	109	21	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	170		120	170		170	100		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850			0.850		0.878	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3529	0	1770	3539	1583	1770	1863	1583	1770	1635	0
Flt Permitted	0.448			0.104			0.666			0.682		
Satd. Flow (perm)	835	3529	0	194	3539	1583	1241	1863	1583	1270	1635	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				92			146		114	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1593			794			600			737	
Travel Time (s)		36.2			18.0			13.6			16.8	
Peak Hour Factor	0.87	0.87	0.87	0.95	0.95	0.95	0.32	0.32	0.32	0.81	0.81	0.81
Adj. Flow (vph)	89	1278	26	63	504	92	141	116	334	135	26	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	1304	0	63	504	92	141	116	334	135	140	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			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	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		
Minimum Split (s)	10.0	31.5		10.0	31.5	31.5	34.0	34.0	34.0	33.0	33.0	
Total Split (s)	10.0	45.0		10.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0	
Total Split (%)	11.8%	52.9%		11.8%	52.9%	52.9%	35.3%	35.3%	35.3%	35.3%	35.3%	
Maximum Green (s)	5.0	38.5		5.0	38.5	38.5	25.0	25.0	25.0	25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		10.5			10.5	10.5	24.0	24.0	24.0	23.0	23.0	
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	
Act Effct Green (s)	45.0	38.5		45.0	38.5	38.5	25.0	25.0	25.0	25.0	25.0	
Actuated g/C Ratio	0.53	0.45		0.53	0.45	0.45	0.29	0.29	0.29	0.29	0.29	
v/c Ratio	0.18	0.81		0.32	0.31	0.12	0.39	0.21	0.59	0.36	0.25	

70: Foothills Canyon Blvd & Highlands Ranch Pkwy

	•	-	•	•	←	•	4	†	/	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	8.7	25.3		12.3	15.5	3.6	27.8	23.9	18.9	27.2	8.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.7	25.3		12.3	15.5	3.6	27.8	23.9	18.9	27.2	8.1	
LOS	Α	С		В	В	Α	С	С	В	С	Α	
Approach Delay		24.2			13.5			22.0			17.4	
Approach LOS		С			В			С			В	
Queue Length 50th (ft)	19	305		13	86	0	60	46	82	57	10	
Queue Length 95th (ft)	37	372		29	122	25	35	29	9	94	41	
Internal Link Dist (ft)		1513			714			520			657	
Turn Bay Length (ft)	135			170		120	170		170	100		
Base Capacity (vph)	497	1600		195	1602	767	365	547	568	373	561	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.18	0.81		0.32	0.31	0.12	0.39	0.21	0.59	0.36	0.25	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

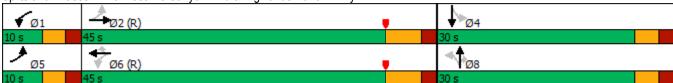
Offset: 38.5 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80 Control Type: Pretimed Maximum vc Ratio: 0.81

Intersection Signal Delay: 20.7 Intersection LOS: C
Intersection Capacity Utilization 62.1% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 70: Foothills Canyon Blvd & Highlands Ranch Pkwy



	۶	→	•	•	←	•	4	†	<i>></i>	/	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	1,1	^	7	ሻሻ	†	7	ሻ	f)	
Traffic Volume (vph)	15	813	283	152	344	32	233	25	290	26	34	6
Future Volume (vph)	15	813	283	152	344	32	233	25	290	26	34	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		165	240		0	250		0	150		0
Storage Lanes	1		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	3433	1863	1583	1770	1822	0
Flt Permitted	0.532			0.104			0.550			0.734		
Satd. Flow (perm)	991	3539	1583	376	3539	1583	1988	1863	1583	1367	1822	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			197			155			412		6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		705			1593			631			652	
Travel Time (s)		16.0			36.2			14.3			14.8	
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.70	0.70	0.70	0.45	0.45	0.45
Adj. Flow (vph)	17	934	325	163	370	34	333	36	414	58	76	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	934	325	163	370	34	333	36	414	58	89	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24	•		24	•		24	-		24	
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	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Minimum Split (s)	10.0	30.5	30.5	10.0	31.5	31.5	10.0	38.5	38.5	10.0	24.5	
Total Split (s)	15.0	40.0	40.0	25.0	50.0	50.0	40.0	50.0	50.0	15.0	25.0	
Total Split (%)	11.5%	30.8%	30.8%	19.2%	38.5%	38.5%	30.8%	38.5%	38.5%	11.5%	19.2%	
Maximum Green (s)	10.0	33.5	33.5	20.0	43.5	43.5	35.0	43.5	43.5	10.0	18.5	
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0			
Flash Dont Walk (s)		19.0	19.0		20.0	20.0		27.0	27.0			
Pedestrian Calls (#/hr)		0	0		0	0		0	0			
Act Effct Green (s)	45.0	33.5	33.5	60.0	43.5	43.5	60.0	43.5	43.5	30.0	18.5	
Actuated g/C Ratio	0.35	0.26	0.26	0.46	0.33	0.33	0.46	0.33	0.33	0.23	0.14	
v/c Ratio	0.04	1.03	0.59	0.25	0.31	0.05	0.25	0.06	0.52	0.17	0.34	

67: Springhill Pkwy & Highlands Ranch Pkwy

	•	-	•	•	←	•	•	†	~	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	20.3	83.6	20.8	20.8	33.1	0.2	21.5	29.8	5.4	24.4	50.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	20.3	83.6	20.8	20.8	33.1	0.2	21.5	29.8	5.4	24.4	50.8	
LOS	С	F	С	С	С	Α	С	С	Α	С	D	
Approach Delay		66.8			27.6			13.4			40.4	
Approach LOS		Е			С			В			D	
Queue Length 50th (ft)	8	~440	91	39	121	0	84	21	1	27	64	
Queue Length 95th (ft)	21	#541	178	60	164	0	87	36	1	26	54	
Internal Link Dist (ft)		625			1513			551			572	
Turn Bay Length (ft)	140		165	240			250			150		
Base Capacity (vph)	402	911	554	643	1184	632	1306	623	803	346	264	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.04	1.03	0.59	0.25	0.31	0.05	0.25	0.06	0.52	0.17	0.34	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 90 Control Type: Pretimed Maximum v/c Ratio: 1.03 Intersection Signal Delay: 42

Intersection Signal Delay: 42.3 Intersection LOS: D
Intersection Capacity Utilization 59.6% ICU Level of Service B

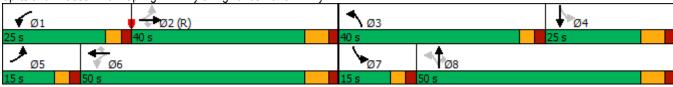
Analysis Period (min) 15

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

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

Queue shown is maximum after two cycles.

Splits and Phases: 67: Springhill Pkwy & Highlands Ranch Pkwy



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	↑ ↑		7	† }		ሻ	†	7	ሻ	(î	
Traffic Volume (vph)	3	743	108	98	451	36	123	5	197	82	5	7
Future Volume (vph)	3	743	108	98	451	36	123	5	197	82	5	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	100		100	50		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.989				0.850		0.910	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3472	0	1770	3500	0	1770	1863	1583	1770	1695	0
FIt Permitted	0.395			0.147			0.748			0.752		
Satd. Flow (perm)	736	3472	0	274	3500	0	1393	1863	1583	1401	1695	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			13				310		9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		386			629			741			129	
Travel Time (s)		8.8			14.3			16.8			2.9	
Peak Hour Factor	0.79	0.79	0.79	0.84	0.84	0.84	0.55	0.55	0.55	0.81	0.81	0.81
Adj. Flow (vph)	4	941	137	117	537	43	224	9	358	101	6	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	1078	0	117	580	0	224	9	358	101	15	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	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Minimum Split (s)	9.0	26.5		9.0	26.5		29.0	29.0	29.0	30.0	30.0	
Total Split (s)	15.0	40.0		15.0	40.0		25.0	25.0	25.0	25.0	25.0	
Total Split (%)	18.8%	50.0%		18.8%	50.0%		31.3%	31.3%	31.3%	31.3%	31.3%	
Maximum Green (s)	11.0	33.5		11.0	33.5		20.0	20.0	20.0	20.0	20.0	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	6.5		4.0	6.5		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		8.5			6.5		19.0	19.0	19.0	20.0	20.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	47.0	33.5		47.0	33.5		20.0	20.0	20.0	20.0	20.0	
Actuated g/C Ratio	0.59	0.42		0.59	0.42		0.25	0.25	0.25	0.25	0.25	
v/c Ratio	0.01	0.73		0.32	0.39		0.64	0.02	0.57	0.29	0.03	

30: Westridge Village Pkwy & Highlands Ranch Pkwy

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	5.3	22.7		8.3	16.8		36.7	22.8	9.1	27.0	16.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	5.3	22.7		8.3	16.8		36.7	22.8	9.1	27.0	16.2	
LOS	Α	С		Α	В		D	С	Α	С	В	
Approach Delay		22.6			15.4			19.8			25.6	
Approach LOS		С			В			В			С	
Queue Length 50th (ft)	1	225		20	100		100	3	19	41	2	
Queue Length 95th (ft)	3	244		36	129		95	9	1	74	15	
Internal Link Dist (ft)		306			549			661			49	
Turn Bay Length (ft)	100			100			100		100	50		
Base Capacity (vph)	574	1468		366	1473		348	465	628	350	430	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.01	0.73		0.32	0.39		0.64	0.02	0.57	0.29	0.03	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 33.5 (42%), Referenced to phase 2:EBTL, Start of Yellow

Natural Cycle: 70 Control Type: Pretimed Maximum v/c Ratio: 0.73

Intersection Signal Delay: 20.1 Intersection LOS: C
Intersection Capacity Utilization 55.8% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 30: Westridge Village Pkwy & Highlands Ranch Pkwy



Intersection						
Int Delay, s/veh	6.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	f)			4	W	
Traffic Vol, veh/h	70	88	19	101	91	16
Future Vol, veh/h	70	88	19	101	91	16
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	_	-	0	-
Veh in Median Storage,	# 0	-	_	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	56	56	61	61	36	36
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	125	157	31	166	253	44
IVIVIIIL I IUVV	120	101	JI	100	200	77
Major/Minor M	lajor1	N	Major2		Minor1	
Conflicting Flow All	0	0	282	0	432	204
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1280	-	581	837
Stage 1	-	-	_	_	830	-
Stage 2	-	-	-	_	810	-
Platoon blocked, %	_	_		-		
Mov Cap-1 Maneuver	_	-	1280	_	565	837
Mov Cap-2 Maneuver	_	_	-	_	565	-
Stage 1	_	_	_	_	830	_
Stage 2	_	_	_	_	788	<u>-</u>
Glaye Z	_	_	_		7 00	_
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		17	
HCM LOS					С	
Minor Lane/Major Mvmt	N	NBLn1	EBT	EBR	WBL	WBT
	- 1	594			1280	
Capacity (veh/h) HCM Lane V/C Ratio			-	-		-
		0.5 17	-		0.024 7.9	-
HCM Control Delay (s) HCM Lane LOS		17 C	-	-		0
HOW LAME LOS		U	-	-	Α	Α
HCM 95th %tile Q(veh)		2.8	_	_	0.1	_

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4						4	
Traffic Vol, veh/h	10	37	36	39	109	5	0	0	0	3	0	9
Future Vol, veh/h	10	37	36	39	109	5	0	0	0	3	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	66	66	66	25	25	25	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	74	72	59	165	8	0	0	0	5	0	15
Major/Minor I	Major1			Major2					, I	Minor2		
Conflicting Flow All	173	0	0	146	0	0				437	473	169
Stage 1	-	-	-	-	-	-				287	287	-
Stage 2	-	-	-	-	-	-				150	186	-
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	1404	-	-	1436	-	-				577	490	875
Stage 1	-	-	-	-	-	-				762	674	-
Stage 2	-	-	-	-	-	-				878	746	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1404	-	-	1436	-	-				542	0	875
Mov Cap-2 Maneuver	-	-	-	-	-	-				542	0	-
Stage 1	-	-	-	-	-	-				750	0	-
Stage 2	-	-	-	-	-	-				838	0	-
Approach	EB			WB						SB		
HCM Control Delay, s	0.9			1.9						9.9		
HCM LOS										Α		
Minor Lane/Major Mvm	nt	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1				
Capacity (veh/h)		1404	-	-	1436	-	-	758				
HCM Lane V/C Ratio		0.014	_		0.041	-		0.026				
HCM Control Delay (s)		7.6	0	_	7.6	0	-	9.9				
HCM Lane LOS		A	A	-	Α	A	-	A				
HCM 95th %tile Q(veh))	0	-	-	0.1	-	-	0.1				

Intersection Int Delay, s/veh	4					
		EDD	MDI	WOT	ND	NDD
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			100	¥	
Traffic Vol, veh/h	40	0	0	108	44	32
Future Vol, veh/h	40	0	0	108	44	32
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	61	61	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	0	0	177	88	64
	30				- 00	•
Major/Minor Ma	ajor1	N	//ajor2		Minor1	
Conflicting Flow All	0	-	-	-	235	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	177	-
Critical Hdwy	_	_	_	-	6.42	6.22
Critical Hdwy Stg 1	_	_	_	_	5.42	-
Critical Hdwy Stg 2	_	_	_	_	5.42	_
Follow-up Hdwy	_	_	_		3.518	
Pot Cap-1 Maneuver	_	0	0	_	753	1008
		0	0	_	965	1000
Stage 1	-					
Stage 2	-	0	0	-	854	-
Platoon blocked, %	-			-		1000
Mov Cap-1 Maneuver	-	-	-	-	753	1008
Mov Cap-2 Maneuver	-	-	-	-	753	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	854	-
Annragah	ED		WD		MD	
Approach	EB		WB		NB	
HCM Control Delay, s	EB 0		WB 0		10.2	
HCM Control Delay, s					10.2	
HCM Control Delay, s HCM LOS	0	NBI n1	0	WRT	10.2	
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt	0	NBLn1 843		WBT	10.2	
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h)	0	843	0 EBT	-	10.2	
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	0	843 0.18	0 EBT -	WBT - -	10.2	
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)	0	843 0.18 10.2	0 EBT - -	- - -	10.2	
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	0	843 0.18	0 EBT -	-	10.2	

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	4	0	5	9	2	62	2	37	18	78	11	16
Future Vol, veh/h	4	0	5	9	2	62	2	37	18	78	11	16
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	_	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	28	28	28	35	35	35	45	45	45	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	18	26	6	177	4	82	40	118	17	24
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	467	395	29	384	387	102	41	0	0	122	0	0
Stage 1	265	265	-	110	110	-	-	-	-	-	-	-
Stage 2	202	130	-	274	277	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	506	542	1046	574	547	953	1568	-	-	1465	-	-
Stage 1	740	689	-	895	804	-	-	-	-	-	-	-
Stage 2	800	789	-	732	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	382	495	1046	527	500	953	1568	-	-	1465	-	-
Mov Cap-2 Maneuver	382	495	-	527	500	-	-	-	-	-	-	-
Stage 1	738	632	-	892	802	-	-	-	-	-	-	-
Stage 2	645	787	-	660	624	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.5			10.6			0.3			5.7		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1568	-	-	590	848	1465	-	-			
HCM Lane V/C Ratio		0.003	-	-	0.054	0.246	0.081	-	-			
HCM Control Delay (s)		7.3	0	-	11.5	10.6	7.7	0	-			
HCM Lane LOS		Α	Α	-	В	В	Α	Α	-			
HCM 95th %tile Q(veh)	0	-	_	0.2	1	0.3	-	-			

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	∱ }		ሻ	^	7	ሻ	†	7	ሻ	f)	
Traffic Volume (vph)	138	1009	12	49	956	124	51	73	186	86	7	102
Future Volume (vph)	138	1009	12	49	956	124	51	73	186	86	7	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	170		120	170		170	100		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850			0.850		0.860	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3532	0	1770	3539	1583	1770	1863	1583	1770	1602	0
Flt Permitted	0.177			0.164			0.669			0.666		
Satd. Flow (perm)	330	3532	0	305	3539	1583	1246	1863	1583	1241	1602	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				111			167		128	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1593			794			600			737	
Travel Time (s)		36.2			18.0			13.6			16.8	
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.52	0.52	0.52	0.80	0.80	0.80
Adj. Flow (vph)	145	1062	13	53	1039	135	98	140	358	108	9	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	1075	0	53	1039	135	98	140	358	108	137	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24	•		24	•		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	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		
Minimum Split (s)	10.0	31.5		10.0	31.5	31.5	34.0	34.0	34.0	33.0	33.0	
Total Split (s)	10.0	45.0		10.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0	
Total Split (%)	11.8%	52.9%		11.8%	52.9%	52.9%	35.3%	35.3%	35.3%	35.3%	35.3%	
Maximum Green (s)	5.0	38.5		5.0	38.5	38.5	25.0	25.0	25.0	25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		10.5			10.5	10.5	24.0	24.0	24.0	23.0	23.0	
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	
Act Effct Green (s)	45.0	38.5		45.0	38.5	38.5	25.0	25.0	25.0	25.0	25.0	
Actuated g/C Ratio	0.53	0.45		0.53	0.45	0.45	0.29	0.29	0.29	0.29	0.29	
v/c Ratio	0.56	0.67		0.21	0.65	0.17	0.27	0.26	0.61	0.30	0.24	

70: Foothills Canyon Blvd & Highlands Ranch Pkwy

	•	-	•	•	←	•	4	†	~	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	17.2	20.8		9.7	20.4	4.7	25.5	24.5	18.6	26.0	6.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.2	20.8		9.7	20.4	4.7	25.5	24.5	18.6	26.0	6.4	
LOS	В	С		Α	С	Α	С	С	В	С	Α	
Approach Delay		20.4			18.2			21.1			15.0	
Approach LOS		С			В			С			В	
Queue Length 50th (ft)	32	228		11	217	7	40	57	84	44	3	
Queue Length 95th (ft)	58	297		26	284	37	43	56	51	76	32	
Internal Link Dist (ft)		1513			714			520			657	
Turn Bay Length (ft)	135			170		120	170		170	100		
Base Capacity (vph)	259	1600		247	1602	777	366	547	583	365	561	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.56	0.67		0.21	0.65	0.17	0.27	0.26	0.61	0.30	0.24	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

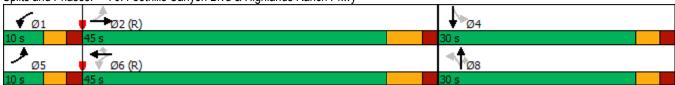
Offset: 13 (15%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80 Control Type: Pretimed Maximum v/c Ratio: 0.67

Intersection Signal Delay: 19.3 Intersection LOS: B
Intersection Capacity Utilization 59.3% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 70: Foothills Canyon Blvd & Highlands Ranch Pkwy



	ၨ	→	•	•	←	•	4	†	<i>></i>	>	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	† †	7	1,1	† †	7	1,4	*	7	7	f)	
Traffic Volume (vph)	15	599	258	232	667	50	399	53	346	46	41	29
Future Volume (vph)	15	599	258	232	667	50	399	53	346	46	41	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		165	240		0	250		0	150		0
Storage Lanes	1		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.938	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	3433	1863	1583	1770	1747	0
Flt Permitted	0.282			0.191			0.498			0.714		
Satd. Flow (perm)	525	3539	1583	690	3539	1583	1800	1863	1583	1330	1747	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			232			155			413		23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		705			1593			631			652	
Travel Time (s)		16.0			36.2			14.3			14.8	
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.80	0.80	0.80	0.59	0.59	0.59
Adj. Flow (vph)	16	637	274	261	749	56	499	66	433	78	69	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	637	274	261	749	56	499	66	433	78	118	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
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	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Minimum Split (s)	10.0	30.5	30.5	10.0	31.5	31.5	10.0	38.5	38.5	10.0	24.5	
Total Split (s)	15.0	40.0	40.0	25.0	50.0	50.0	40.0	50.0	50.0	15.0	25.0	
Total Split (%)	11.5%	30.8%	30.8%	19.2%	38.5%	38.5%	30.8%	38.5%	38.5%	11.5%	19.2%	
Maximum Green (s)	10.0	33.5	33.5	20.0	43.5	43.5	35.0	43.5	43.5	10.0	18.5	
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0			
Flash Dont Walk (s)		19.0	19.0		20.0	20.0		27.0	27.0			
Pedestrian Calls (#/hr)		0	0		0	0		0	0			
Act Effct Green (s)	45.0	33.5	33.5	60.0	43.5	43.5	60.0	43.5	43.5	30.0	18.5	
Actuated g/C Ratio	0.35	0.26	0.26	0.46	0.33	0.33	0.46	0.33	0.33	0.23	0.14	
v/c Ratio	0.06	0.70	0.47	0.35	0.63	0.09	0.39	0.11	0.54	0.23	0.44	

67: Springhill Pkwy & Highlands Ranch Pkwy

	•	→	•	•	←	•	4	†	/	-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	20.5	48.5	10.9	21.9	39.4	0.3	23.1	30.5	6.4	25.3	46.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	20.5	48.5	10.9	21.9	39.4	0.3	23.1	30.5	6.4	25.3	46.6	
LOS	С	D	В	С	D	Α	С	С	Α	С	D	
Approach Delay		36.9			33.1			16.4			38.1	
Approach LOS		D			С			В			D	
Queue Length 50th (ft)	7	256	27	64	279	0	134	38	11	36	74	
Queue Length 95th (ft)	21	325	105	91	343	0	151	65	45	43	80	
Internal Link Dist (ft)		625			1513			551			572	
Turn Bay Length (ft)	140		165	240			250			150		
Base Capacity (vph)	277	911	580	740	1184	632	1270	623	804	340	268	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.70	0.47	0.35	0.63	0.09	0.39	0.11	0.54	0.23	0.44	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

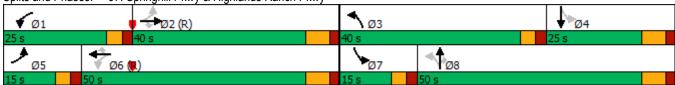
Offset: 13 (10%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90 Control Type: Pretimed Maximum v/c Ratio: 0.70

Intersection Signal Delay: 29.3 Intersection LOS: C
Intersection Capacity Utilization 57.1% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 67: Springhill Pkwy & Highlands Ranch Pkwy



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	↑ Ъ		Ţ	ħβ		Ť		7	7	£	
Traffic Volume (vph)	7	637	122	185	841	78	90	3	175	69	5	5
Future Volume (vph)	7	637	122	185	841	78	90	3	175	69	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	100		100	50		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.987				0.850		0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3454	0	1770	3493	0	1770	1863	1583	1770	1723	0
Flt Permitted	0.169			0.234			0.747			0.754		
Satd. Flow (perm)	315	3454	0	436	3493	0	1391	1863	1583	1405	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			15				302		8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		386			629			741			129	
Travel Time (s)		8.8			14.3			16.8			2.9	
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90	0.58	0.58	0.58	0.66	0.66	0.66
Adj. Flow (vph)	8	732	140	206	934	87	155	5	302	105	8	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	872	0	206	1021	0	155	5	302	105	16	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	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Minimum Split (s)	9.5	26.5		9.5	26.5		29.0	29.0	29.0	30.0	30.0	
Total Split (s)	15.0	40.0		15.0	40.0		25.0	25.0	25.0	25.0	25.0	
Total Split (%)	18.8%	50.0%		18.8%	50.0%		31.3%	31.3%	31.3%	31.3%	31.3%	
Maximum Green (s)	11.0	33.5		11.0	33.5		20.0	20.0	20.0	20.0	20.0	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	6.5		4.0	6.5		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		8.5			6.5		19.0	19.0	19.0	20.0	20.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	47.0	33.5		47.0	33.5		20.0	20.0	20.0	20.0	20.0	
Actuated g/C Ratio	0.59	0.42		0.59	0.42		0.25	0.25	0.25	0.25	0.25	
v/c Ratio	0.02	0.59		0.47	0.69		0.45	0.01	0.49	0.30	0.04	

30: Westridge Village Pkwy & Highlands Ranch Pkwy

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	5.6	19.3		9.9	21.8		30.2	22.7	6.2	27.2	17.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	5.6	19.3		9.9	21.8		30.2	22.7	6.2	27.2	17.0	
LOS	Α	В		Α	С		С	С	Α	С	В	
Approach Delay		19.2			19.8			14.4			25.8	
Approach LOS		В			В			В			С	
Queue Length 50th (ft)	1	164		37	210		66	2	0	43	3	
Queue Length 95th (ft)	6	212		64	279		72	6	0	60	12	
Internal Link Dist (ft)		306			549			661			49	
Turn Bay Length (ft)	100			100			100		100	50		
Base Capacity (vph)	385	1466		439	1471		347	465	622	351	436	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.02	0.59		0.47	0.69		0.45	0.01	0.49	0.30	0.04	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

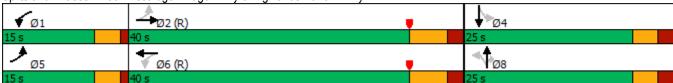
Offset: 33.5 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 70 Control Type: Pretimed Maximum v/c Ratio: 0.69

Intersection Signal Delay: 19.0 Intersection LOS: B
Intersection Capacity Utilization 56.3% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 30: Westridge Village Pkwy & Highlands Ranch Pkwy



Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĵ»			4	W	
Traffic Vol, veh/h	114	94	13	77	103	16
Future Vol, veh/h	114	94	13	77	103	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	63	63	52	52
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	190	157	21	122	198	31
N A = i = = /N A i = .	NA = ! 4		A-1. C		En . 4	
	Major1		Major2		Minor1	200
Conflicting Flow All	0	0	347	0	433	269
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	
Pot Cap-1 Maneuver	-	-	1212	-	580	770
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1212	-	569	770
Mov Cap-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	849	-
Annroach	ED		WD		ND	
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		14.9	
HCM LOS					В	
Minor Lane/Major Mvm	nt l	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		590	_	-	1212	_
HCM Lane V/C Ratio		0.388	_		0.017	-
HCM Control Delay (s)		14.9	_	_	8	0
HCM Lane LOS		В	_	_	A	A
HCM 95th %tile Q(veh)	1.8	_	_	0.1	-
110111 0011 70110 Q(VOII		1.0			U. 1	

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4						4	
Traffic Vol, veh/h	21	97	15	18	73	2	0	0	0	3	2	17
Future Vol, veh/h	21	97	15	18	73	2	0	0	0	3	2	17
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	67	67	67	71	71	71	25	25	25	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	145	22	25	103	3	0	0	0	4	3	23
Major/Minor I	Major1		ľ	Major2					N	Minor2		
Conflicting Flow All	106	0	0	167	0	0				373	384	105
Stage 1	-	-	_	-	-	-				155	155	_
Stage 2	-	-	_	-	-	-				218	229	-
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	1485	-	-	1411	-	-				628	550	949
Stage 1	-	-	-	-	-	-				873	769	-
Stage 2	-	-	-	-	-	-				818	715	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1485	-	-	1411	-	-				602	0	949
Mov Cap-2 Maneuver	-	-	-	-	-	-				602	0	-
Stage 1	-	-	-	-	-	-				853	0	-
Stage 2	-	-	-	-	-	-				802	0	-
Approach	EB			WB						SB		
HCM Control Delay, s	1.2			1.5						9.3		
HCM LOS	1.4			1.0						Α		
Minor Lane/Major Mvm	ıt.	EBL	EBT	EBR	WBL	WBT	WBR S	SBI n1				
Capacity (veh/h)	ı	1485	_ <u> </u>		1411		WDK (
HCM Lane V/C Ratio		0.021			0.018	-		0.034				
HCM Control Delay (s)		7.5	0		7.6	0	-	9.3				
HCM Lane LOS			A	-	7.6 A	A		9.3 A				
		0.1		-	0.1		-	0.1				
HCM 95th %tile Q(veh)		U. I	-	-	U. I	-	-	U. I				

Intersection						
Int Delay, s/veh	2.8					
<u> </u>		EDD	WDI	WDT	NDI	NDD
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	101	^	^		Y	4.4
Traffic Vol, veh/h	101	0	0	71	19	14
Future Vol, veh/h	101	0	0	71	19	14
Conflicting Peds, #/hr	_ 0	_ 0	_ 0	0	0	0
0	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	62	62	33	33
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	151	0	0	115	58	42
NA = : = ::/NA::= = ::	_:1		4-:0		A: 4	
	ajor1		Major2		Minor1	4
Conflicting Flow All	0	-	-	-	266	151
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	723	895
Stage 1	-	0	0	-	877	-
Stage 2	_	0	0	-	910	-
Platoon blocked, %	_			_	• • •	
Mov Cap-1 Maneuver	_	_	_	_	723	895
Mov Cap-2 Maneuver	_	_	_	_	723	-
Stage 1	_		_	_	877	_
•		_		_	910	
Stage 2	-	-	-	-	910	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		10.2	
HCM LOS					В	
110111 200						
Minor Lane/Major Mvmt	1	NBLn1	EBT	WBT		
Capacity (veh/h)		787	-	-		
HCM Lane V/C Ratio		0.127	-	-		
HCM Control Delay (s)		10.2	-	-		
HCM Lane LOS		В	-	-		
HCM 95th %tile Q(veh)		0.4	_	-		
(1311)		7.1				

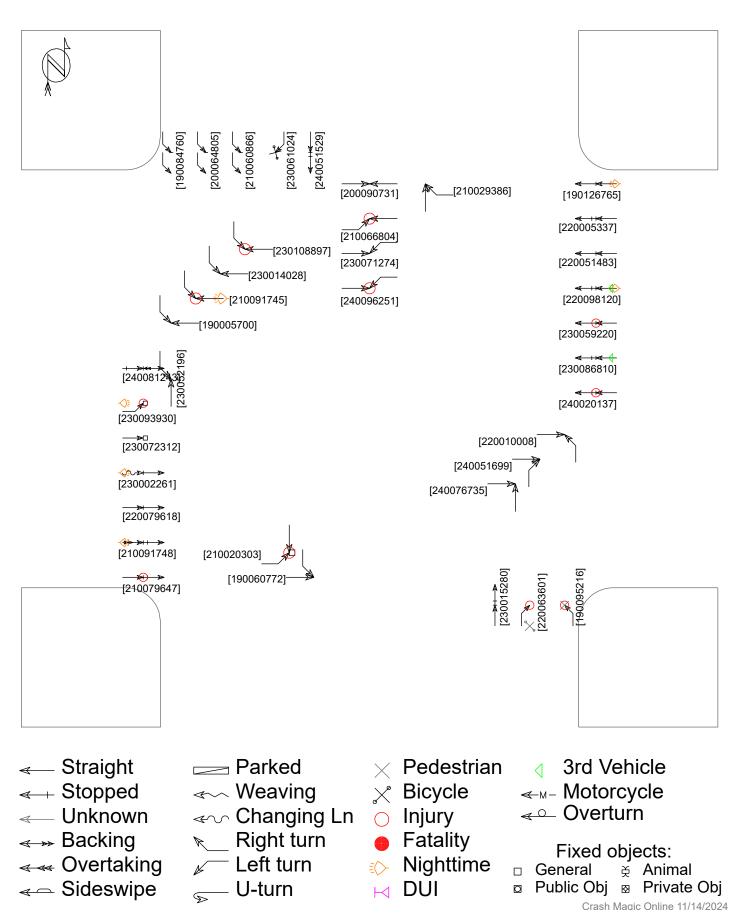
Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	7	0	1	16	2	77	4	30	13	53	35	19
Future Vol, veh/h	7	0	1	16	2	77	4	30	13	53	35	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	·-	-	None	-	-	None	_	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	_	0	-	_	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	47	47	47	78	78	78	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	2	34	4	164	5	38	17	93	61	33
Major/Minor	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	405	329	78	322	337	47	94	0	0	55	0	0
Stage 1	264	264	-	57	57	-	-	-	_	-	-	-
Stage 2	141	65	-	265	280	-	-	_	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	_	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	556	590	983	631	584	1022	1500	-	-	1550	-	-
Stage 1	741	690	-	955	847	-	-	-	-	-	-	-
Stage 2	862	841	-	740	679	-	-	-	_	-	-	-
Platoon blocked, %								_	-		-	-
Mov Cap-1 Maneuver	440	550	983	598	545	1022	1500	-	-	1550	-	-
Mov Cap-2 Maneuver	440	550	-	598	545	-	-	-	-	-	-	-
Stage 1	739	646	-	952	844	-	-	-	-	-	-	-
Stage 2	718	838	-	692	636	-	-	-	-	-	-	-
, v												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.8			10.2			0.6			3.7		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1500	-	-	473	898	1550	-	-			
HCM Lane V/C Ratio		0.003	-	-	0.027		0.06	-	-			
HCM Control Delay (s)		7.4	0	-	12.8	10.2	7.5	0	-			
HCM Lane LOS		Α	A	-	В	В	A	A	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	0.9	0.2	-	-			



Appendix E Crash Diagrams and Listings

E

HIGHLANDS RANCH PKWY & FOOTHILLS CANYON BLVD 2019 - 2024



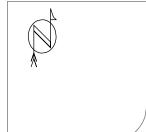
HIGHLANDS RANCH PKWY & FOOTHILLS CANYON BLVD 2019 - 2024

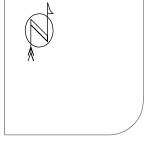
Casetrackingid	Accidenttime	Accidentdate	_Primarystreet	_	Onroadaddress	Numberinjured	Numberkilled	Harmfulevent1
190005700	11:10 am	11/1/1/20110	FOOTHILLS CANYON BLVD	HIGHLANDS RANCH PKWY		0	0	Front to Side
190060772	7:18 am	15/2/1/2/11 U	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		0	0	Front to Side
190084760	11:23 am	1// <i>1/</i> 1///////////////////////////////	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		0	0	Front to Rear
190095216	3:47 pm	1x/71/7011U	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		1	0	Pedestrian
190126765	5:23 pm	III/II/miu	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		0	0	Front to Rear
200064805	3:55 pm	1//×//11/11	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		0	0	Front to Rear
200090731	2:56 pm	11 (1//1/2012)	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		0	0	Front to Side
210020303	4:29 pm	14/11/7/17/1	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		1	0	Curb
210029386	2:25 pm	4/13/2021	HIGHLANDS	FOOTHILLS CANYON BLVD		0	0	Front to Side
210060866	4:03 pm	7/27/2021	FOOTHILLS	HIGHLANDS RANCH PKWY		0	0	Front to Rear
210066804	5:20 pm	18/17/70171	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		0	0	Front to Front
210079647	3:06 pm	11 (1/ 1 / 2(1))	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		0	0	Front to Rear
210091745	5:39 pm	11 1 / 1 5 / 2012 1	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		0	0	Front to Side
210091748	5:37 pm	11 1 / 1 5 / 2012 1	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		0	0	Front to Rear
220005337	1:39 pm	11/7/1/11/7/	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		0	0	Front to Rear
220010008	3:12 pm	17/8/711177	FOOTHILLS CANYON BLVD	HIGHLANDS		0	0	Front to Side
220051483	5:30 pm	6/20/2022	HIGHLANDS	FOOTHILLS CANYON BLVD		0	0	Front to Rear
220063601	7:47 am	18/11//11//	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		1	0	Bicycle / Motorized Bicycle
220079618	3:04 pm	10/5/2022	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		0	0	Front to Rear
220098120	6:08 pm	12/14/2022	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		0	0	Front to Rear
230002261	5:43 pm	11 / 111/ /11 / 3	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		0	0	Front to Rear
230014028	11:47 am	2/20/2023	HIGHLANDS	FOOTHILLS CANYON BLVD		0	0	Front to Side
230015280	2:07 pm	2/24/2023	FOOTHILLS CANYON BLVD	HIGHLANDS		0	0	Front to Rear
230052196	11:35 am	6/10/2023	FOOTHILLS CANYON BLVD	HIGHLANDS		0	0	Front to Front
230059220	5:28 pm	7/10/2023	HIGHLANDS	FOOTHILLS CANYON BLVD		1	0	Front to Rear
230061024	10:31 am	7/16/2023	FOOTHILLS	HIGHLANDS RANCH PKWY		0	0	Bicycle / Motorized Bicycle
230071274	7:34 am	8/17/2023	HIGHLANDS RANCH PKWY	FOOTHILLS CANYON BLVD		0	0	Front to Side

Casetrackingid	Accidenttime	Accidentdate	_ ,		Onroadaddress	Numberinjured	Numberkilled	Harmfulevent1
230072312	4:42 pm	18/20/2023 1		FOOTHILLS CANYON BLVD	-2000	0	0	Curb
230086810	3:58 pm	110/6/2023 1		FOOTHILLS CANYON BLVD		0	0	Front to Rear
230093930	8:01 pm	110/31/2023 1		HIGHLANDS RANCH PKWY		2	0	Curb
230108897	3:20 pm	11/2/21/2023 1		FOOTHILLS CANYON BLVD		1	0	Front to Side
240020137	6:13 pm	12/28/2024		FOOTHILLS CANYON BLVD		0	0	Front to Rear
240051529	11:06 am	16/3/2024 1		HIGHLANDS RANCH PKWY		0	0	Front to Rear
240051699	4:40 pm	16/3/2024 1		FOOTHILLS CANYON BLVD		0	0	Front to Side
240076735	6:19 pm	18/15/2024 1		HIGHLANDS RANCH PKWY		0	0	Front to Side
240081243	1:46 pm	18/29/2024 1		FOOTHILLS CANYON BLVD		0	0	Front to Rear
240096251	10:54 am	110/17/2024		FOOTHILLS CANYON BLVD		0	0	Front to Side

HIGHLANDS RANCH PKWY & WESTRIDGE KNOLLS AVE 2019 - 2024

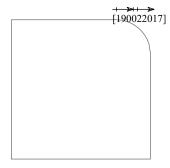
22 Crashes Clear

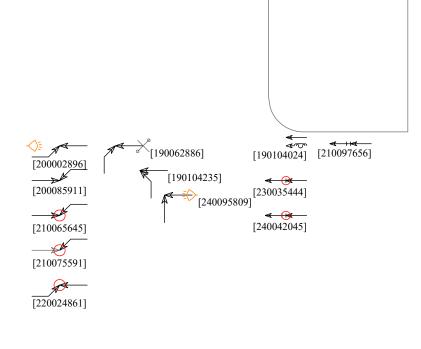


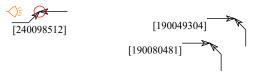


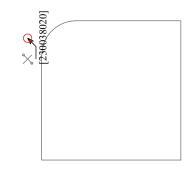












Straight

Stopped

<− Unknown

→ Backing

Overtaking

≪ Sideswipe

Parked

Weaving

Changing Ln

Right turn

Left turn

S U-turn

× Pedestrian

× Bicycle

Injury

Fatality

Nighttime

⊢ DUI

3rd Vehicle

← M – Motorcycle

✓ Overturn

Fixed objects:

□ General ★ Animal □ Public Obj □ Private Obj

Crash Magic Online 11/14/2024

HIGHLANDS RANCH PKWY & WESTRIDGE KNOLLS AVE 2019 - 2024

Casetrackingid	Accidenttime	Accidentdate	_Primarystreet	Crossstreet	Onroadaddress Numberinjur	ed Numberkille	dHarmfulevent1
190022017	11:38 am	2/20/2019	HIGHLANDS	WESTRIDGE	0	0	Front to Rear
190022017	11.36 alli	2/20/2019	RANCH PKWY	KNOLLS AVE	O	U	Profit to Real
190049304	12:23 pm	4/25/2019	HIGHLANDS	WESTRIDGE	0	0	Front to Side
190049304	12.23 pm	4/23/2019	RANCH PKWY	KNOLLS AVE	0	U	Profit to Side
190062886	2:22 pm	5/29/2019	WESTRIDGE	HIGHLANDS	0	0	Front to Side
190002880	2.22 pm	3/29/2019	KNOLLS AVE	RANCH PKWY	l o	U	Tront to side
190080481	7:18 am	7/12/2019	HIGHLANDS	WESTRIDGE	0	0	Front to Side
190000401	7.10 alli	//12/2019	RANCH PKWY	KNOLLS AVE	0	V	
190104024	6:35 pm	9/13/2019	HIGHLANDS	DESERT	0	0	Side to Side -
170104024	0.55 pm	7/13/2017	RANCH PKWY	WILLOW RD	U U	Ŭ	Same Direction
190104235	2:08 pm	9/14/2019	DESERT	HIGHLANDS	0	0	Front to Side
170104233	2.00 pm	7/14/2017	WILLOW RD	RANCH PKWY	Ů.	Ů	Tront to Side
200002896	8:26 pm	1/8/2020	HIGHLANDS	DESERT	0	0	Front to Side
200002070	6.20 pm	170/2020	RANCH PKWY	WILLOW RD	V V	0	Tont to side
200063208	11:14 am	7/4/2020	HIGHLANDS	WESTRIDGE	0	0	Front to Rear
200003200	11.14 am	77-7/2020	RANCH PKWY	KNOLLS AVE	U U	Ŭ	
200064428	7:15 pm	7/7/2020	HIGHLANDS	WESTRIDGE	1	0	Bicycle /
200004428	7.13 pm	17 772020	RANCH PKWY	KNOLLS AVE	1	U	Motorized Bicycle
200073227	1:01 pm	8/6/2020	HIGHLANDS	DESERT	0	0	Bicycle /
2000/322/	1.01 pm	8/0/2020	RANCH PKWY	WILLOW RD	l o	U	Motorized Bicycle
200085911	9:14 am	9/18/2020	HIGHLANDS	WESTRIDGE	0	0	Front to Side
200003911	7.14 alli	9/16/2020	RANCH PKWY	KNOLLS AVE	l o	U	Tront to side
210065645	3:05 pm	8/13/2021	HIGHLANDS	WESTRIDGE	0	0	Front to Side
210003043	5.05 pm	0/13/2021	RANCH PKWY	KNOLLS AVE	U U	Ŭ	Tont to side
210075591	3:24 pm	9/17/2021	HIGHLANDS	WESTRIDGE	3	0	Front to Side
210073371	5.24 pm	<i>5/11/2021</i>	RANCH PKWY	KNOLLS AVE	3	Ŭ	Tont to side
210097656	1:23 pm	12/7/2021	HIGHLANDS	DESERT	0	0	Front to Rear
210077030	1.23 pm	12///2021	RANCH PKWY	WILLOW RD	U U	Ŭ	Tont to Real
220024861	3:44 pm	3/31/2022	HIGHLANDS	WESTRIDGE	0	0	Front to Front
220024001	5.44 pm	3/31/2022	RANCH PKWY	KNOLLS AVE	U U	Ŭ	Tront to Tront
230035444	5:09 pm	4/26/2023	HIGHLANDS	WESTRIDGE	0	0	Front to Rear
230033444	5.09 pm	7/20/2023	RANCH PKWY	KNOLLS AVE	0	V	
230038020	6:35 pm	5/4/2023	HIGHLANDS	WESTRIDGE	1	0	Bicycle /
230038020	0.33 pm	3/4/2023	RANCH PKWY	KNOLLS AVE	1	U	Motorized Bicycle
240042045	5:02 pm	5/6/2024	HIGHLANDS	DESERT	2	0	Front to Rear
240042043	5.02 pm	3/0/2024	RANCH PKWY	WILLOW RD	2	U	Tront to Real
240089341	3:08 pm	9/27/2024	HIGHLANDS	WESTRIDGE	0	0	Front to Rear
240009341	3.06 pm	9/2//2024	RANCH PKWY	KNOLLS AVE	ľ	ľ	Tront to Real
240089353	3:41 pm	9/24/2024	HIGHLANDS	WESTRIDGE	0	0	Front to Rear
240069333	3.41 pm	9/24/2024	RANCH PKWY	KNOLLS AVE	ľ	ľ	Fight to Kear
240005900	10.11	10/15/2024	HIGHLANDS	WESTRIDGE		0	Evant to Cida
240095809	10:11 pm	10/13/2024	RANCH PKWY	KNOLLS AVE	0	0	Front to Side
240008512	0.51	10/24/2024	HIGHLANDS	DESERT	1		Enant to E
240098512	8:54 pm	10/24/2024	RANCH PKWY	WILLOW RD		0	Front to Front

HIGHLANDS RANCH PKWY & WESTRIDGE VILLAGE PKWY 2019 - 2024

Casetrackingid	Accidenttime	Accidentdate	Primarystreet	Crossstreet	Onroadaddress Numberinjure	dNumberkille	dHarmfulevent1
190018334	7:52 am	2/12/2019	DEER CREEK ST	HIGHLANDS RANCH PKWY	0	0	Front to Rear
190116520	5:48 pm	10/15/2019	HIGHLANDS RANCH PKWY	WESTRIDGE VILLAGE PKWY	0	0	Bicycle / Motorized Bicycle
190122567	8:32 am	10/31/2019	WESTRIDGE VILLAGE PKWY	HIGHLANDS RANCH PKWY	0	0	Front to Rear
200074616	5:10 pm	8/11/2020	HIGHLANDS RANCH PKWY	WESTRIDGE VILLAGE PKWY	0	0	Front to Rear
200110918	6:08 pm	12/15/2020	HIGHLANDS RANCH PKWY	DEER CREEK ST	1	0	Pedestrian
210013207	8:38 am	2/15/2021	HIGHLANDS RANCH PKWY	WESTRIDGE VILLAGE PKWY	0	0	Front to Side
210069654	2:42 pm	8/27/2021	HIGHLANDS RANCH PKWY	WESTRIDGE VILLAGE PKWY	0	0	Front to Rear
220003461	10:16 am	1/15/2022	WESTRIDGE VILLAGE PKWY	HIGHLANDS RANCH PKWY	0	0	Front to Rear
220012167	2:56 pm	2/15/2022	HIGHLANDS RANCH PKWY	WESTRIDGE VILLAGE PKWY	0	0	Front to Side
220030817	7:29 am	4/21/2022	HIGHLANDS RANCH PKWY	WESTRIDGE VILLAGE PKWY	0	0	Side to Side - Opposite Direction
220050172	12:12 pm	6/25/2022	HIGHLANDS RANCH PKWY	WESTRIDGE VILLAGE PKWY	1	0	Front to Rear
230014534	7:50 am	2/22/2023	HIGHLANDS RANCH PKWY	DEER CREEK ST	0	0	Side to Side - Same Direction
230097045	11:03 pm		HIGHLANDS RANCH PKWY	WESTRIDGE VILLAGE PKWY	3	0	Curb
230111137	8:22 am	12/30/2023	HIGHLANDS RANCH PKWY	DEER CREEK ST	0	0	Side to Side - Opposite Direction
240013037	8:26 am	2/9/2024	HIGHLANDS RANCH PKWY	WESTRIDGE VILLAGE PKWY	0	0	Front to Front
240057926	11:53 am	6/21/2024	HIGHLANDS RANCH PKWY	WESTRIDGE VILLAGE PKWY	2	0	Front to Front
240080192	3:02 pm	8/26/2024	WESTRIDGE VILLAGE PKWY	HIGHLANDS RANCH PKWY	2	0	Front to Side
240099612	3:49 pm	10/28/2024	HIGHLANDS RANCH PKWY	WESTRIDGE VILLAGE PKWY	0	0	Front to Rear



Appendix F Projected Level of Service Reports

	۶	→	•	•	+	•	•	†	~	/	+	-√
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	∱ }		ሻ	^	7	ሻ		7	ሻ	f)	
Traffic Volume (vph)	100	1112	23	60	479	87	45	37	107	109	21	118
Future Volume (vph)	100	1112	23	60	479	87	45	37	107	109	21	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	170		120	170		170	100		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850			0.850		0.873	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3529	0	1770	3539	1583	1770	1863	1583	1770	1626	0
Flt Permitted	0.448			0.104			0.614			0.682		
Satd. Flow (perm)	835	3529	0	194	3539	1583	1144	1863	1583	1270	1626	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				92			146		146	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1593			794			600			737	
Travel Time (s)		36.2			18.0			13.6			16.8	
Peak Hour Factor	0.87	0.87	0.87	0.95	0.95	0.95	0.32	0.32	0.32	0.81	0.81	0.81
Adj. Flow (vph)	115	1278	26	63	504	92	141	116	334	135	26	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	1304	0	63	504	92	141	116	334	135	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			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	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8	•		4	
Permitted Phases	2	04.5		6	04.5	6	8	040	8	4	00.0	
Minimum Split (s)	10.0	31.5		10.0	31.5	31.5	34.0	34.0	34.0	33.0	33.0	
Total Split (s)	10.0	45.0		10.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0	
Total Split (%)	11.8%	52.9%		11.8%	52.9%	52.9%	35.3%	35.3%	35.3%	35.3%	35.3%	
Maximum Green (s)	5.0	38.5		5.0	38.5	38.5	25.0	25.0	25.0	25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	F 0	F 0			г 0	
Walk Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		10.5			10.5	10.5	24.0	24.0	24.0	23.0	23.0	
Pedestrian Calls (#/hr)	45.0	0		45.0	0	0	0	0	0	0	0	
Act Effct Green (s)	45.0	38.5		45.0	38.5	38.5	25.0	25.0	25.0	25.0	25.0	
Actuated g/C Ratio	0.53	0.45		0.53	0.45	0.45	0.29	0.29	0.29	0.29	0.29	
v/c Ratio	0.23	0.81		0.32	0.31	0.12	0.42	0.21	0.59	0.36	0.30	

70: Foothills Canyon Blvd & Highlands Ranch Pkwy

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	9.1	25.3		12.3	15.5	3.6	28.9	23.9	18.9	27.2	7.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	9.1	25.3		12.3	15.5	3.6	28.9	23.9	18.9	27.2	7.4	
LOS	Α	С		В	В	Α	С	С	В	С	Α	
Approach Delay		24.0			13.5			22.2			16.1	
Approach LOS		С			В			С			В	
Queue Length 50th (ft)	25	305		13	86	0	60	46	82	57	10	
Queue Length 95th (ft)	45	372		29	122	25	35	29	9	94	43	
Internal Link Dist (ft)		1513			714			520			657	
Turn Bay Length (ft)	135			170		120	170		170	100		
Base Capacity (vph)	497	1600		195	1602	767	336	547	568	373	581	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.81		0.32	0.31	0.12	0.42	0.21	0.59	0.36	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

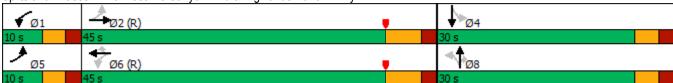
Offset: 38.5 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80 Control Type: Pretimed Maximum v/c Ratio: 0.81

Intersection Signal Delay: 20.5 Intersection LOS: C
Intersection Capacity Utilization 66.1% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 70: Foothills Canyon Blvd & Highlands Ranch Pkwy



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	十 十	7	1,1	† †	7	14.54	+	7	7	f)	
Traffic Volume (vph)	45	854	283	152	385	17	233	17	290	8	22	34
Future Volume (vph)	45	854	283	152	385	17	233	17	290	8	22	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		165	240		0	250		0	150		0
Storage Lanes	1		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.909	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	3433	1863	1583	1770	1693	0
Flt Permitted	0.509			0.104			0.480			0.742		
Satd. Flow (perm)	948	3539	1583	376	3539	1583	1735	1863	1583	1382	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			197			155			414		50	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		705			1593			631			652	
Travel Time (s)		16.0			36.2			14.3			14.8	
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.70	0.70	0.70	0.45	0.45	0.45
Adj. Flow (vph)	52	982	325	163	414	18	333	24	414	18	49	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	982	325	163	414	18	333	24	414	18	125	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
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	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Minimum Split (s)	10.0	30.5	30.5	10.0	31.5	31.5	10.0	38.5	38.5	10.0	24.5	
Total Split (s)	15.0	40.0	40.0	25.0	50.0	50.0	40.0	50.0	50.0	15.0	25.0	
Total Split (%)	11.5%	30.8%	30.8%	19.2%	38.5%	38.5%	30.8%	38.5%	38.5%	11.5%	19.2%	
Maximum Green (s)	10.0	33.5	33.5	20.0	43.5	43.5	35.0	43.5	43.5	10.0	18.5	
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0			
Flash Dont Walk (s)		19.0	19.0		20.0	20.0		27.0	27.0			
Pedestrian Calls (#/hr)		0	0		0	0		0	0			
Act Effct Green (s)	45.0	33.5	33.5	60.0	43.5	43.5	60.0	43.5	43.5	30.0	18.5	
Actuated g/C Ratio	0.35	0.26	0.26	0.46	0.33	0.33	0.46	0.33	0.33	0.23	0.14	
v/c Ratio	0.13	1.08	0.59	0.25	0.35	0.03	0.26	0.04	0.51	0.05	0.44	

67: Springhill Pkwy & Highlands Ranch Pkwy

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	21.3	98.6	20.8	20.8	33.6	0.1	21.5	29.5	5.3	23.0	35.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	21.3	98.6	20.8	20.8	33.6	0.1	21.5	29.5	5.3	23.0	35.7	
LOS	С	F	С	С	С	Α	С	С	Α	С	D	
Approach Delay		77.0			29.1			13.1			34.1	
Approach LOS		Е			С			В			С	
Queue Length 50th (ft)	24	~484	91	39	137	0	84	14	0	8	58	
Queue Length 95th (ft)	47	#584	178	60	183	0	87	26	0	11	38	
Internal Link Dist (ft)		625			1513			551			572	
Turn Bay Length (ft)	140		165	240			250			150		
Base Capacity (vph)	391	911	554	643	1184	632	1257	623	805	348	283	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.13	1.08	0.59	0.25	0.35	0.03	0.26	0.04	0.51	0.05	0.44	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 90 Control Type: Pretimed Maximum v/c Ratio: 1.08 Intersection Signal Delay: 47.7

Intersection Signal Delay: 47.7 Intersection LOS: D
Intersection Capacity Utilization 60.7% ICU Level of Service B

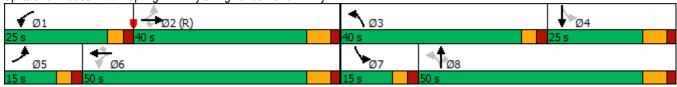
Analysis Period (min) 15

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

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

Queue shown is maximum after two cycles.

Splits and Phases: 67: Springhill Pkwy & Highlands Ranch Pkwy



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	, j	↑ }		Ţ	↑ ↑		Ť		7	¥	f)	
Traffic Volume (vph)	3	738	135	174	448	32	150	23	273	77	23	7
Future Volume (vph)	3	738	135	174	448	32	150	23	273	77	23	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	100		100	50		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.990				0.850		0.964	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3458	0	1770	3504	0	1770	1863	1583	1770	1796	0
Flt Permitted	0.401			0.137			0.733			0.730		
Satd. Flow (perm)	747	3458	0	255	3504	0	1365	1863	1583	1360	1796	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			11				311		9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		386			629			741			129	
Travel Time (s)		8.8			14.3			16.8			2.9	
Peak Hour Factor	0.79	0.79	0.79	0.84	0.84	0.84	0.55	0.55	0.55	0.81	0.81	0.81
Adj. Flow (vph)	4	934	171	207	533	38	273	42	496	95	28	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	1105	0	207	571	0	273	42	496	95	37	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	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Minimum Split (s)	9.0	26.5		9.0	26.5		29.0	29.0	29.0	30.0	30.0	
Total Split (s)	15.0	40.0		15.0	40.0		25.0	25.0	25.0	25.0	25.0	
Total Split (%)	18.8%	50.0%		18.8%	50.0%		31.3%	31.3%	31.3%	31.3%	31.3%	
Maximum Green (s)	11.0	33.5		11.0	33.5		20.0	20.0	20.0	20.0	20.0	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	6.5		4.0	6.5		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		8.5			6.5		19.0	19.0	19.0	20.0	20.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	47.0	33.5		47.0	33.5		20.0	20.0	20.0	20.0	20.0	
Actuated g/C Ratio	0.59	0.42		0.59	0.42		0.25	0.25	0.25	0.25	0.25	
v/c Ratio	0.01	0.75		0.58	0.39		0.80	0.09	0.79	0.28	0.08	

30: Westridge Village Pkwy & Highlands Ranch Pkwy

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	5.3	23.2		16.9	16.8		47.9	23.8	21.0	26.9	19.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	5.3	23.2		16.9	16.8		47.9	23.8	21.0	26.9	19.4	
LOS	Α	С		В	В		D	С	С	С	В	
Approach Delay		23.1			16.8			30.2			24.8	
Approach LOS		С			В			С			С	
Queue Length 50th (ft)	1	232		37	98		128	16	82	38	11	
Queue Length 95th (ft)	3	251		86	127		115	25	39	70	29	
Internal Link Dist (ft)		306			549			661			49	
Turn Bay Length (ft)	100			100			100		100	50		
Base Capacity (vph)	579	1466		358	1473		341	465	629	340	455	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.01	0.75		0.58	0.39		0.80	0.09	0.79	0.28	0.08	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

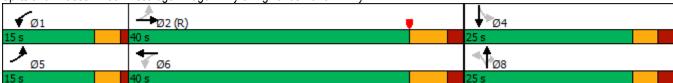
Offset: 33.5 (42%), Referenced to phase 2:EBTL, Start of Yellow

Natural Cycle: 70 Control Type: Pretimed Maximum v/c Ratio: 0.80

Intersection Signal Delay: 23.5 Intersection LOS: C
Intersection Capacity Utilization 62.2% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 30: Westridge Village Pkwy & Highlands Ranch Pkwy



Intersection								
Int Delay, s/veh	56.1							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	f)			4	W			
Traffic Vol, veh/h	106	172	19	137	175	16		
uture Vol, veh/h	106	172	19	137	175	16		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
T Channelized	-	None	-	None	-			
Storage Length	-	-	-	-	0	-		
Veh in Median Storage	e,# 0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	56	56	61	61	36	36		
Heavy Vehicles, %	2	2	2	2	2	2		
Nvmt Flow	189	307	31	225	486	44		
//ajor/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	496	0	630	343		
Stage 1	-	-	430	-	343	J 4 J		
Stage 2	<u>-</u>	_	_	_	287	_		
Critical Hdwy	_	_	4.12	_	6.42	6.22		
Critical Hdwy Stg 1	_	_	-	_	5.42	0.22		
Critical Hdwy Stg 2	_	_	_	_	5.42	_		
Follow-up Hdwy	_	_	2.218	_		3.318		
Pot Cap-1 Maneuver	_	_	1068	_	~ 446	700		
Stage 1	_	_	-	_	719	-		
Stage 2	_	_	_	_	762	_		
Platoon blocked, %	_	_		_	102			
Mov Cap-1 Maneuver		_	1068	_	~ 431	700		
Mov Cap-2 Maneuver		_	-		~ 431	-		
Stage 1	-	-	_	-	719	_		
Stage 2	-	-	-	-	737	-		
3								
Approach	EB		WB		NB			
HCM Control Delay, s			1		135.2			
HCM LOS	0				F			
10111 200					'			
Minor Lane/Major Mvr	nt I	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)		445	-		1068	-		
HCM Lane V/C Ratio		1.192	_	_	0.029	_		
ICM Control Delay (s	()	135.2	_	_	8.5	0		
ICM Lane LOS	7	F	-	_	Α	A		
HCM 95th %tile Q(veh	1)	20.4	-	-	0.1	-		
	'							
lotes		Φ.5			20		N	* All
Volume exceeds ca	apacity	\$: De	elay exc	eeds 30	JUs	+: Comp	outation Not Defined	*: All major volume in platoor

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4						4	
Traffic Vol, veh/h	10	37	62	54	135	5	0	0	0	3	0	9
Future Vol, veh/h	10	37	62	54	135	5	0	0	0	3	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	66	66	66	25	25	25	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	74	124	82	205	8	0	0	0	5	0	15
Major/Minor I	Major1		ľ	Major2					N	/linor2		
Conflicting Flow All	213	0	0	198	0	0				549	611	209
Stage 1	-	-	-	-	-	-				373	373	-
Stage 2	-	-	-	-	-	-				176	238	-
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	1357	-	-	1375	-	-				497	409	831
Stage 1	-	-	-	-	-	-				696	618	-
Stage 2	-	-	-	-	-	-				855	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1357	-	-	1375	-	-				455	0	831
Mov Cap-2 Maneuver	-	-	-	-	-	-				455	0	-
Stage 1	-	-	-	-	-	-				684	0	-
Stage 2	-	-	-	-	-	-				797	0	-
Approach	EB			WB						SB		
HCM Control Delay, s	0.7			2.2						10.4		
HCM LOS										В		
Minor Lane/Major Mvm	nt	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1				
Capacity (veh/h)	<u> </u>	1357			1375	-	-	689				
HCM Lane V/C Ratio		0.015	_	_	0.06	_		0.029				
HCM Control Delay (s)		7.7	0	_	7.8	0	_					
HCM Lane LOS		Α	A	_	Α.	A	<u>-</u>	В				
HCM 95th %tile Q(veh))	0	-	_	0.2	-	_	0.1				
TOW COULT TOUTO CE VOIT		0			7.2			J. 1				

Intersection						
Int Delay, s/veh	5.3					
		EDD	WDI	MOT	ND	NDD
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				<u></u>	¥	
Traffic Vol, veh/h	40	0	0	123	70	47
Future Vol, veh/h	40	0	0	123	70	47
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, 7	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	61	61	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	0	0	202	140	94
Major/Minor M	ajor1		/lajor2	ı	Minor1	
Conflicting Flow All	0	-	-	-	260	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	202	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	729	1008
Stage 1	-	0	0	-	965	-
Stage 2	-	0	0	-	832	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	729	1008
Mov Cap-2 Maneuver	-	-	-	-	729	-
Stage 1	-	-	-	_	965	-
Stage 2	-	-	_	_	832	-
- 1g						
			1675			
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		11.1	
HCM LOS					В	
Minor Lane/Major Mvmt	1	NBLn1	EBT	WBT		
Capacity (veh/h)	<u>'</u>	820	-	-		
HCM Lane V/C Ratio		0.285	_	-		
HCM Control Delay (s)		11.1	_	_		
HCM Lane LOS		В	-	-		
HCM 95th %tile Q(veh)		1.2				
How som while Q(ven)		1.2	-	-		

Intersection												
Int Delay, s/veh	9.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	4	LDI	VVDL	4	WDIX	NDL	4	HUIT	ODL	4	ODIT
Traffic Vol, veh/h	4	0	5	9	2	143	2	37	18	159	11	16
Future Vol, veh/h	4	0	5	9	2	143	2	37	18	159	11	16
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	28	28	28	35	35	35	45	45	45	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	18	26	6	409	4	82	40	241	17	24
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	829	641	29	630	633	102	41	0	0	122	0	0
Stage 1	511	511	-	110	110	-	-	-	-	-	-	-
Stage 2	318	130	-	520	523	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	290	393	1046	394	397	953	1568	-	-	1465	-	-
Stage 1	545	537	-	895	804	-	-	-	-	-	-	-
Stage 2	693	789	-	539	530	-	-	-	-	-	-	-
Platoon blocked, %	,							-	-		-	-
Mov Cap-1 Maneuver	142	326	1046	336	329	953	1568	-	-	1465	-	-
Mov Cap-2 Maneuver	142	326	-	336	329	-	-	-	-	-	-	-
Stage 1	543	446	-	892	802	-	-	-	-	-	-	-
Stage 2	392	787	-	440	440	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	19.9			13.9			0.3			6.8		
HCM LOS	С			В								
Minor Lane/Major Mvm	ıt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1568	-	-	273	842	1465	-	-			
HCM Lane V/C Ratio		0.003	-	-	0.118			-	-			
HCM Control Delay (s)		7.3	0	-	19.9	13.9	7.9	0	-			
HCM Lane LOS		A	A	-	С	В	A	A	-			
HCM 95th %tile Q(veh))	0	-	-	0.4	3.1	0.6	-	-			

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	↑ ↑		, j	† †	7	۲		7	7	(Î	
Traffic Volume (vph)	157	1009	12	49	956	124	51	73	186	86	7	102
Future Volume (vph)	157	1009	12	49	956	124	51	73	186	86	7	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	170		120	170		170	100		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850			0.850		0.860	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3532	0	1770	3539	1583	1770	1863	1583	1770	1602	0
Flt Permitted	0.177			0.164			0.669			0.666		
Satd. Flow (perm)	330	3532	0	305	3539	1583	1246	1863	1583	1241	1602	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				111			167		128	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1593			794			600			737	
Travel Time (s)		36.2			18.0			13.6			16.8	
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.52	0.52	0.52	0.80	0.80	0.80
Adj. Flow (vph)	165	1062	13	53	1039	135	98	140	358	108	9	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	1075	0	53	1039	135	98	140	358	108	137	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24	•		24	•		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	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		
Minimum Split (s)	10.0	31.5		10.0	31.5	31.5	34.0	34.0	34.0	33.0	33.0	
Total Split (s)	10.0	45.0		10.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0	
Total Split (%)	11.8%	52.9%		11.8%	52.9%	52.9%	35.3%	35.3%	35.3%	35.3%	35.3%	
Maximum Green (s)	5.0	38.5		5.0	38.5	38.5	25.0	25.0	25.0	25.0	25.0	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		10.5			10.5	10.5	24.0	24.0	24.0	23.0	23.0	
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	
Act Effct Green (s)	45.0	38.5		45.0	38.5	38.5	25.0	25.0	25.0	25.0	25.0	
Actuated g/C Ratio	0.53	0.45		0.53	0.45	0.45	0.29	0.29	0.29	0.29	0.29	
v/c Ratio	0.64	0.67		0.21	0.65	0.17	0.27	0.26	0.61	0.30	0.24	

Total PM 4:45 pm 11/05/2024

70: Foothills Canyon Blvd & Highlands Ranch Pkwy

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	21.4	20.8		9.7	20.4	4.7	25.5	24.5	18.6	26.0	6.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	21.4	20.8		9.7	20.4	4.7	25.5	24.5	18.6	26.0	6.4	
LOS	С	С		Α	С	Α	С	С	В	С	Α	
Approach Delay		20.9			18.2			21.1			15.0	
Approach LOS		С			В			С			В	
Queue Length 50th (ft)	37	228		11	217	7	40	57	84	44	3	
Queue Length 95th (ft)	#73	297		26	284	37	43	56	51	76	32	
Internal Link Dist (ft)		1513			714			520			657	
Turn Bay Length (ft)	135			170		120	170		170	100		
Base Capacity (vph)	259	1600		247	1602	777	366	547	583	365	561	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.64	0.67		0.21	0.65	0.17	0.27	0.26	0.61	0.30	0.24	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 13 (15%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80 Control Type: Pretimed Maximum v/c Ratio: 0.67

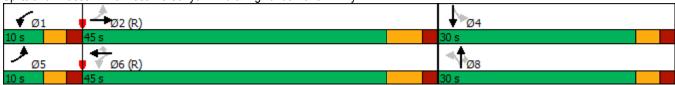
Intersection Signal Delay: 19.5 Intersection LOS: B Intersection Capacity Utilization 60.3% ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 70: Foothills Canyon Blvd & Highlands Ranch Pkwy



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Į.	† †	7	1,1	^	7	ሻሻ	*	7	ň	f)	
Traffic Volume (vph)	43	643	258	232	711	32	399	44	346	21	28	52
Future Volume (vph)	43	643	258	232	711	32	399	44	346	21	28	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		165	240		0	250		0	150		0
Storage Lanes	1		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.902	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	3433	1863	1583	1770	1680	0
Flt Permitted	0.247			0.161			0.455			0.721		
Satd. Flow (perm)	460	3539	1583	582	3539	1583	1644	1863	1583	1343	1680	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			216			155			433		60	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		705			1593			631			652	
Travel Time (s)		16.0			36.2			14.3			14.8	
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.80	0.80	0.80	0.59	0.59	0.59
Adj. Flow (vph)	46	684	274	261	799	36	499	55	433	36	47	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	684	274	261	799	36	499	55	433	36	135	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24	•		24	•		24	-		24	
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	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Minimum Split (s)	10.0	30.5	30.5	10.0	31.5	31.5	10.0	38.5	38.5	10.0	24.5	
Total Split (s)	15.0	40.0	40.0	25.0	50.0	50.0	40.0	50.0	50.0	15.0	25.0	
Total Split (%)	11.5%	30.8%	30.8%	19.2%	38.5%	38.5%	30.8%	38.5%	38.5%	11.5%	19.2%	
Maximum Green (s)	10.0	33.5	33.5	20.0	43.5	43.5	35.0	43.5	43.5	10.0	18.5	
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0			
Flash Dont Walk (s)		19.0	19.0		20.0	20.0		27.0	27.0			
Pedestrian Calls (#/hr)		0	0		0	0		0	0			
Act Effct Green (s)	45.0	33.5	33.5	60.0	43.5	43.5	60.0	43.5	43.5	30.0	18.5	
Actuated g/C Ratio	0.35	0.26	0.26	0.46	0.33	0.33	0.46	0.33	0.33	0.23	0.14	
v/c Ratio	0.18	0.75	0.48	0.37	0.67	0.06	0.40	0.09	0.53	0.11	0.47	

Total PM 4:45 pm 11/05/2024

67: Springhill Pkwy & Highlands Ranch Pkwy

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	22.1	50.5	12.8	22.0	40.6	0.2	23.2	30.3	5.4	23.7	34.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.1	50.5	12.8	22.0	40.6	0.2	23.2	30.3	5.4	23.7	34.1	
LOS	С	D	В	С	D	Α	С	С	Α	С	С	
Approach Delay		38.9			34.9			15.8			31.9	
Approach LOS		D			С			В			С	
Queue Length 50th (ft)	21	280	38	64	303	0	134	32	0	16	58	
Queue Length 95th (ft)	45	352	119	91	370	0	151	56	33	24	61	
Internal Link Dist (ft)		625			1513			551			572	
Turn Bay Length (ft)	140		165	240			250			150		
Base Capacity (vph)	260	911	568	707	1184	632	1240	623	817	342	290	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.18	0.75	0.48	0.37	0.67	0.06	0.40	0.09	0.53	0.11	0.47	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

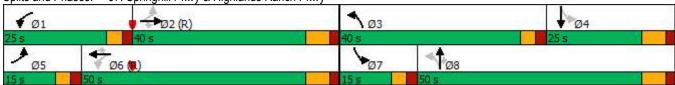
Offset: 13 (10%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90 Control Type: Pretimed Maximum v/c Ratio: 0.75

Intersection Signal Delay: 30.2 Intersection LOS: C
Intersection Capacity Utilization 58.4% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 67: Springhill Pkwy & Highlands Ranch Pkwy



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	↑ }		, j	↑ ↑		Ť		7	ň	f)	
Traffic Volume (vph)	7	635	151	266	834	70	119	22	256	66	24	5
Future Volume (vph)	7	635	151	266	834	70	119	22	256	66	24	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	100		100	50		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.988				0.850		0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3437	0	1770	3497	0	1770	1863	1583	1770	1812	0
Flt Permitted	0.176			0.219			0.728			0.732		
Satd. Flow (perm)	328	3437	0	408	3497	0	1356	1863	1583	1364	1812	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			13				351		8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		386			629			741			129	
Travel Time (s)		8.8			14.3			16.8			2.9	
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90	0.58	0.58	0.58	0.66	0.66	0.66
Adj. Flow (vph)	8	730	174	296	927	78	205	38	441	100	36	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	904	0	296	1005	0	205	38	441	100	44	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	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Minimum Split (s)	9.5	26.5		9.5	26.5		29.0	29.0	29.0	30.0	30.0	
Total Split (s)	15.0	40.0		15.0	40.0		25.0	25.0	25.0	25.0	25.0	
Total Split (%)	18.8%	50.0%		18.8%	50.0%		31.3%	31.3%	31.3%	31.3%	31.3%	
Maximum Green (s)	11.0	33.5		11.0	33.5		20.0	20.0	20.0	20.0	20.0	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	6.5		4.0	6.5		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		8.5			6.5		19.0	19.0	19.0	20.0	20.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	47.0	33.5		47.0	33.5		20.0	20.0	20.0	20.0	20.0	
Actuated g/C Ratio	0.59	0.42		0.59	0.42		0.25	0.25	0.25	0.25	0.25	
v/c Ratio	0.02	0.62		0.69	0.68		0.60	0.08	0.67	0.29	0.10	

Total PM 4:45 pm 11/05/2024

30: Westridge Village Pkwy & Highlands Ranch Pkwy

	•	-	•	•	•	•	•	†	~	-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	5.6	19.5		17.9	21.6		35.2	23.6	12.0	27.2	20.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	5.6	19.5		17.9	21.6		35.2	23.6	12.0	27.2	20.6	
LOS	Α	В		В	С		D	С	В	С	С	
Approach Delay		19.3			20.8			19.6			25.1	
Approach LOS		В			С			В			С	
Queue Length 50th (ft)	1	171		57	205		91	15	36	40	14	
Queue Length 95th (ft)	6	220		#126	274		94	24	15	58	27	
Internal Link Dist (ft)		306			549			661			49	
Turn Bay Length (ft)	100			100			100		100	50		
Base Capacity (vph)	390	1465		426	1471		339	465	659	341	459	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.02	0.62		0.69	0.68		0.60	0.08	0.67	0.29	0.10	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 33.5 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 75 Control Type: Pretimed Maximum v.C. Ratio: 0.69

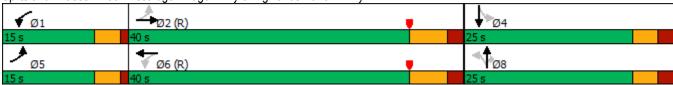
Intersection Signal Delay: 20.3 Intersection LOS: C
Intersection Capacity Utilization 63.3% ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 30: Westridge Village Pkwy & Highlands Ranch Pkwy



Intersection						
Int Delay, s/veh	18.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	£			स	¥	
Traffic Vol, veh/h	153	184	13	116	193	16
Future Vol, veh/h	153	184	13	116	193	16
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	_	None	_	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	63	63	52	52
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	255	307	21	184	371	31
NA . ' . /NA'			1		4	
	ajor1		Major2		Minor1	400
Conflicting Flow All	0	0	562	0	635	409
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	226	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	
Pot Cap-1 Maneuver	-	-	1009	-	443	642
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-		1009	-	433	642
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	_	-	-	671	-
Stage 2	_	-	_	_	793	-
<u>-</u>						
Δ	ED.		\64D		, LID	
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		53.1	
HCM LOS					F	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		444	-	-	1009	-
HCM Lane V/C Ratio		0.905	_	_	0.02	_
HCM Control Delay (s)		53.1		_	8.6	0
HCM Lane LOS		55.1 F	_	_	Α	A
HCM 95th %tile Q(veh)		9.9		_	0.1	-
HOW JOHN JOHN Q(VEII)		3.3		_	0.1	_

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4					-000	4	
Traffic Vol, veh/h	21	97	43	34	101	2	0	0	0	3	2	17
Future Vol, veh/h	21	97	43	34	101	2	0	0	0	3	2	17
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	67	67	67	71	71	71	25	25	25	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	145	64	48	142	3	0	0	0	4	3	23
Major/Minor I	Major1			Major2					N	Minor2		
Conflicting Flow All	145	0	0	209	0	0				479	511	144
Stage 1	-	-	-	-	-	-				240	240	-
Stage 2	-	-	-	-	-	-				239	271	-
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	1437	-	-	1362	-	-				545	466	903
Stage 1	-	-	-	-	-	-				800	707	-
Stage 2	-	-	-	-	-	-				801	685	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1437	-	-	1362	-	-				511	0	903
Mov Cap-2 Maneuver	-	-	-	-	-	-				511	0	-
Stage 1	-	-	-	-	-	-				780	0	-
Stage 2	-	-	-	-	-	-				771	0	-
Approach	EB			WB						SB		
HCM Control Delay, s	1			1.9						9.6		
HCM LOS										Α		
Minor Lane/Major Mvm	nt	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1				
Capacity (veh/h)		1437			1362	-	-					
HCM Lane V/C Ratio		0.022	_		0.035	_		0.036				
HCM Control Delay (s)		7.6	0	_	7.7	0	_	9.6				
HCM Lane LOS		A	A	_	A	A	-	A				
HCM 95th %tile Q(veh))	0.1	-	_	0.1	-	-	0.1				
								-				

5.3 EBT	EBR	WBL	WBT		
EBT ↑	EBR	WBL	WRT		
↑ 101	EBK	WBL		NIDL	NBR
101				NBL	NRK
	^	0	†	¥	20
	0	0	87	47	30
101	0	0	87	47	30
_ 0	_ 0	_ 0	_ 0	0	0
Free	Free	Free	Free	Stop	Stop
-	None	-	None	-	None
-	-	-	-	0	-
•	-	-			-
0	-	-		0	-
			62	33	33
2	2	2	2	2	2
151	0	0	140	142	91
Major1	N	Major?	N	Minor1	
					151
					-
	-				-
	-				6.22
-	-		_		-
-	-	-	-		-
-	-	-	-		
-	0	0	-	700	895
-	0	0	-	877	-
-	0	0	-	887	-
-			-		
-	-	-	-	700	895
_	_	_	_		-
_	_	_	_		_
_	_	_	_		_
				001	
EB		WB			
0		0		11.8	
				В	
nt l	MDI1	EDT	WDT		
iit l					
,					
)		-	-		
	В	-	-		
1)	1.3				
	67 2 151 Major1 0	0 - 67 67 2 2 151 0 Major1 N 0 0 - 0 - 0 - 0	0 67 62 2 2 2 151 0 0 0 Major1 Major2 0	0 0 67 67 62 62 2 2 2 2 151 0 0 140 Major1 Major2 N 0	e, # 0 0 0 0 0 0 67 67 62 62 33 2 2 2 2 2 2 151 0 0 140 142 Major1 Major2 Minor1 0 291 151 151 140 5.42 5.42 5.42 5.42 700 - 0 0 887 - 0 0 - 887 - 0 0 - 887 - 0 0 - 887 - 0 0 - 887 - 0 0 - 887 887 887 887 887 887 887 887 887 887 887 887 887

Intersection												
Int Delay, s/veh	9											
		EDT	EDD	\A/DI	WDT	WDD	NDI	NDT	NDD	CDI	CDT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SRK
Lane Configurations	7	4		40	- ♣	404		₩	40	4.40	4	40
Traffic Vol, veh/h	7	0	1	16	2	164	4	30	13	140	33	19
Future Vol, veh/h	7	0	1	16	2	164	4	30	13	140	33	19
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	47	47	47	78	78	78	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	2	34	4	349	5	38	17	246	58	33
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	800	632	75	625	640	47	91	0	0	55	0	0
Stage 1	567	567	-	57	57	47	31	-	U	JJ	-	-
Stage 2	233	65	-	568	583	-	-	-	-	_	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	<u>-</u>	<u>-</u>	4.12	-	<u>-</u>
Critical Hdwy Stg 1	6.12	5.52	0.22	6.12	5.52	0.22	4.12	_	-	4.12	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	_	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
		398	986	3.516	393	1022	1504	-	-	1550		-
Pot Cap-1 Maneuver	303					1022	1004	-	-	1000	-	-
Stage 1	508	507	-	955	847	-	-	-	-	-	-	-
Stage 2	770	841	-	508	499	-	-	-	-	-	-	-
Platoon blocked, %	470	220	000	245	200	1000	1504	-	-	1550	-	-
Mov Cap-1 Maneuver	172	330	986	345	326	1022	1504	-	-	1550	-	-
Mov Cap-2 Maneuver	172	330	-	345	326	-	-	-	-	-	-	-
Stage 1	506	422	-	952	844	-	-	-	-	-	-	-
Stage 2	503	838	-	422	415	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	25.1			12.6			0.6			5.7		
HCM LOS	D			В			3.0			J .,		
1.6.11 200												
Minor Lane/Major Mvm	nt	NBL	NBT	NRR	EBLn1V	VRI n1	SBL	SBT	SBR			
Capacity (veh/h)	IV.	1504	HUI	HUIN	192	855	1550	051	UDIN			
HCM Lane V/C Ratio		0.003	-	-	0.066			-	-			
				-					-			
HCM Long LOS		7.4	0	-	25.1	12.6	7.8	0	-			
HCM Lane LOS	١	A	Α	-	D	В	A	Α	-			
HCM 95th %tile Q(veh)	0	-	-	0.2	2.4	0.6	-	-			

Intersection						
Intersection Delay, s/veh	34.8					
Intersection LOS	D					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		LDIX	VVDL		NDL W	NOIL
	1	172	19	4 137	"" 175	16
Traffic Vol, veh/h Future Vol, veh/h	106	172	19	137	175	16
		0.56	0.61	0.61	0.36	0.36
Peak Hour Factor	0.56					
Heavy Vehicles, %	100	207	2	2	400	2
Mymt Flow	189	307	31	225	486	44
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	30.3		15.9		48.2	
HCM LOS	D		С		E	
I IOW LOO	ט		U		드	
TION LOO	D		U			
		NBI n1		WBL n1		
Lane		NBLn1	EBLn1	WBLn1		
Lane Vol Left, %		92%	EBLn1	12%		
Lane Vol Left, % Vol Thru, %		92% 0%	EBLn1 0% 38%	12% 88%		
Lane Vol Left, % Vol Thru, % Vol Right, %		92% 0% 8%	EBLn1 0% 38% 62%	12% 88% 0%		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control		92% 0% 8% Stop	EBLn1 0% 38% 62% Stop	12% 88% 0% Stop		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		92% 0% 8% Stop 191	EBLn1 0% 38% 62% Stop 278	12% 88% 0% Stop 156		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		92% 0% 8% Stop 191 175	EBLn1 0% 38% 62% Stop 278 0	12% 88% 0% Stop 156 19		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		92% 0% 8% Stop 191 175 0	EBLn1 0% 38% 62% Stop 278 0 106	12% 88% 0% Stop 156 19		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		92% 0% 8% Stop 191 175 0	EBLn1 0% 38% 62% Stop 278 0 106 172	12% 88% 0% Stop 156 19 137		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		92% 0% 8% Stop 191 175 0 16 531	EBLn1 0% 38% 62% Stop 278 0 106 172 496	12% 88% 0% Stop 156 19 137 0		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		92% 0% 8% Stop 191 175 0 16 531	EBLn1 0% 38% 62% Stop 278 0 106 172 496	12% 88% 0% Stop 156 19 137 0 256		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		92% 0% 8% Stop 191 175 0 16 531 1	EBLn1 0% 38% 62% Stop 278 0 106 172 496 1 0.818	12% 88% 0% Stop 156 19 137 0 256 1		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		92% 0% 8% Stop 191 175 0 16 531 1 0.934 6.336	EBLn1 0% 38% 62% Stop 278 0 106 172 496 1 0.818 5.931	12% 88% 0% Stop 156 19 137 0 256 1 0.479 6.742		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		92% 0% 8% Stop 191 175 0 16 531 1 0.934 6.336 Yes	EBLn1 0% 38% 62% Stop 278 0 106 172 496 1 0.818 5.931 Yes	12% 88% 0% Stop 156 19 137 0 256 1 0.479 6.742 Yes		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		92% 0% 8% Stop 191 175 0 16 531 1 0.934 6.336 Yes 578	EBLn1 0% 38% 62% Stop 278 0 106 172 496 1 0.818 5.931 Yes 611	12% 88% 0% Stop 156 19 137 0 256 1 0.479 6.742 Yes 532		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		92% 0% 8% Stop 191 175 0 16 531 1 0.934 6.336 Yes 578 4.336	EBLn1 0% 38% 62% Stop 278 0 106 172 496 1 0.818 5.931 Yes 611 3.986	12% 88% 0% Stop 156 19 137 0 256 1 0.479 6.742 Yes 532 4.809		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		92% 0% 8% Stop 191 175 0 16 531 1 0.934 6.336 Yes 578 4.336 0.919	EBLn1 0% 38% 62% Stop 278 0 106 172 496 1 0.818 5.931 Yes 611 3.986 0.812	12% 88% 0% Stop 156 19 137 0 256 1 0.479 6.742 Yes 532 4.809 0.481		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		92% 0% 8% Stop 191 175 0 16 531 1 0.934 6.336 Yes 578 4.336 0.919 48.2	EBLn1 0% 38% 62% Stop 278 0 106 172 496 1 0.818 5.931 Yes 611 3.986 0.812 30.3	12% 88% 0% Stop 156 19 137 0 256 1 0.479 6.742 Yes 532 4.809 0.481 15.9		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		92% 0% 8% Stop 191 175 0 16 531 1 0.934 6.336 Yes 578 4.336 0.919	EBLn1 0% 38% 62% Stop 278 0 106 172 496 1 0.818 5.931 Yes 611 3.986 0.812	12% 88% 0% Stop 156 19 137 0 256 1 0.479 6.742 Yes 532 4.809 0.481		

Intersection						
Intersection Delay, s/veh	23					
Intersection LOS	C					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		LDI	VVDL		₩.	HUIN
	1 →	184	13	र्दी 116	193	16
Traffic Vol, veh/h Future Vol, veh/h	153	184	13	116	193	16
		0.60	0.63	0.63	0.52	0.52
Peak Hour Factor	0.60					
Heavy Vehicles, %	2	207	2	2	2	2
Mymt Flow	255	307	21	184	371	31
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay	28.1		12.5		21.3	
HCM LOS	D		В		С	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		92%	0%	10%		
Vol Thru, %		0%	45%	90%		
Vol Right, %		8%	55%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		209	337	129		
LT Vol		193	0	129		
		193	153	116		
Through Vol RT Vol		16	184	0		
			562	205		
Lane Flow Rate		402				
Geometry Grp		0.001	1	1		
Degree of Util (X)		0.681	0.822	0.349		
Departure Headway (Hd)		6.101	5.268	6.134		
Convergence, Y/N		Yes	Yes	Yes		
Cap		591	685	582		
Service Time		4.167	3.336	4.222		
HCM Lane V/C Ratio		0.68	0.82	0.352		
HCM Control Delay		21.3	28.1	12.5		
HCM Lane LOS		С	D	В		
HCM 95th-tile Q		5.2	8.8	1.6		