6747 Collins

Miami Beach, Florida

prepared for:

Urbanica The Hotels

traffic study

TRAFTECH ENGINEERING, INC.

December 2019

TRAFTECH
ENGINEERING, INC.

December 2, 2019

Mr. Diego Colmenero
URBANICA THE HOTELS
418 Meridian Avenue
Miami, Beach, Florida 33139

Re: 6747 Collins - Traffic Impact Study
Miami Beach, Florida

Dear Diego:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the traffic study undertaken for the proposed hotel planned to be located at 6747 Collins Avenue in the City of Miami Beach, Florida. The study addresses the traffic impacts created by the proposed project to the surrounding street system.

It has been a pleasure working with Urbanica The Hotels on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

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

JOAQUIN E. VARGAS
LICENSE
No 44174
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

December 2, 2019

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

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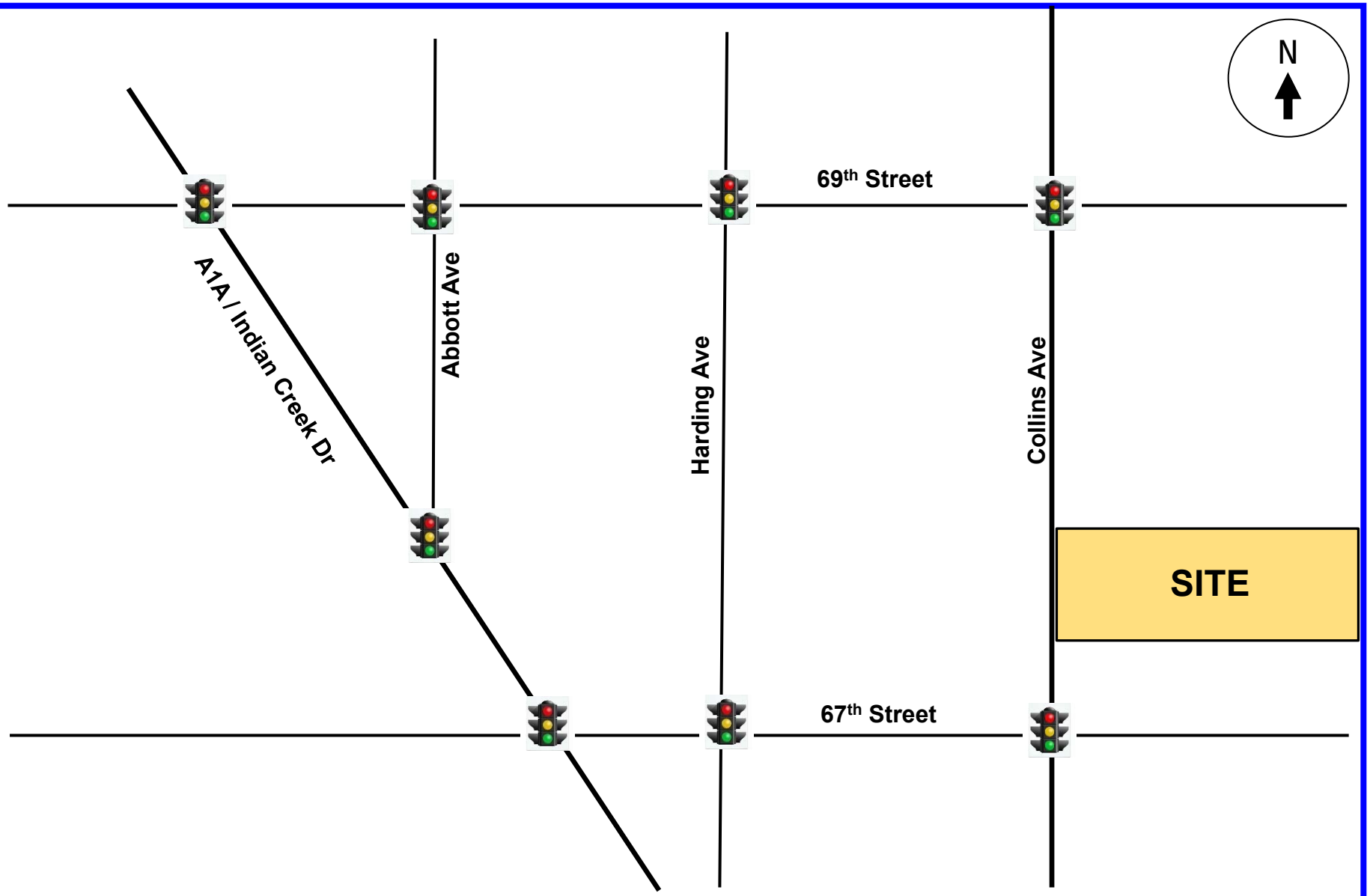
INTRODUCTION

6747 Collins is a proposed hotel planned to be located at 6747 Collins Avenue in the City of Miami Beach in Miami-Dade County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained to conduct a traffic study[1] in connection with the proposed hotel development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Impact Analysis
7. Conclusions and Recommendations

[1] The traffic methodology was discussed and agreed with the City of Miami Beach staff and is presented in Appendix A.



Traf Tech
ENGINEERING, INC.

LOCATION MAP

FIGURE 1
6747 Collins
Miami Beach, Florida

INVENTORY

Existing Land Use

The project site is currently vacant.

Proposed Land Uses and Access

The proposed project consists of the following land uses and intensities:

- 208 hotel rooms
- A restaurant of 3,755 sq.-ft

On-site parking is provided as part of this project. Ninety-two (92) on-site parking spaces are provided for hotel/restaurant patrons and parking for 172 bicycles in order to encourage non-automobile mode of transportation. Hotel/restaurant patrons will use an access driveway off of Collins Avenue. The driveway will operate as right-turn in/right-turn out due to the one-way (northbound) Collins Avenue resulting in minimal queues and delays. The proposed hotel is anticipated to be built and occupied in 2022. Appendix B contains a copy of the proposed site plan for the project site.

EXISTING CONDITIONS

This section addresses the existing roadway system located in the vicinity of the project site and nearby intersections.

Roadway System

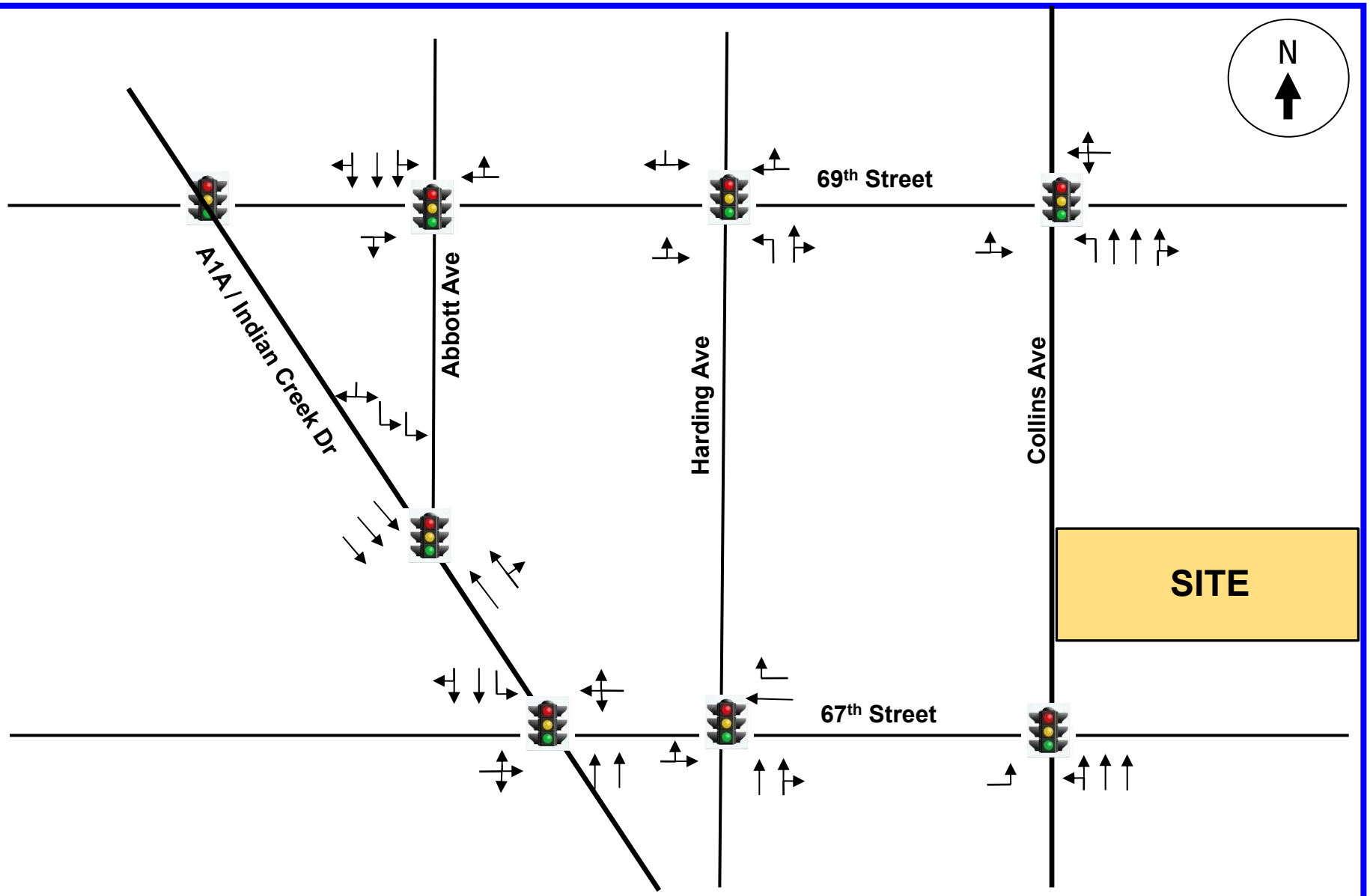
The roadway system located near the project site includes Collins Avenue, Harding Avenue, Abbott Avenue, Indian Creek Drive, 69th Street, and 67th Street. Collins and Abbott Avenues are both three-lane, one-way facilities in the northbound and southbound directions, respectively. Harding Avenue is a two lane, one-way facility in the northbound direction near the project site. Indian Creek Drive is a five-lane divided facility with two lanes in the northbound direction and three lanes in the southbound direction. Both 69th Street and 67th Street are two-lane east-west local facilties.

Nearby Intersections

With the assistance of City of Miami Beach staff, seven intersections (plus the future access driveway) were identified as the locations that will be impacted the most by the proposed project. These intersections include:

1. 69th Street and Abbott Avenue (signalized)
2. 69th Street and Harding Avenue (signalized)
3. 69th Street and Collins Avenue (signalized)
4. Indian Creek Drive and Abbott Avenue (Signalized)
5. Indian Creek Drive and 67th Street (signalized)
6. 67th Street and Harding Avenue (signalized)
7. 67th Street and Collins Avenue (signalized)

Figure 2 shows the existing lane geometry of the study intersections selected for analysis purposes.



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EXISTING LANE GEOMETRY

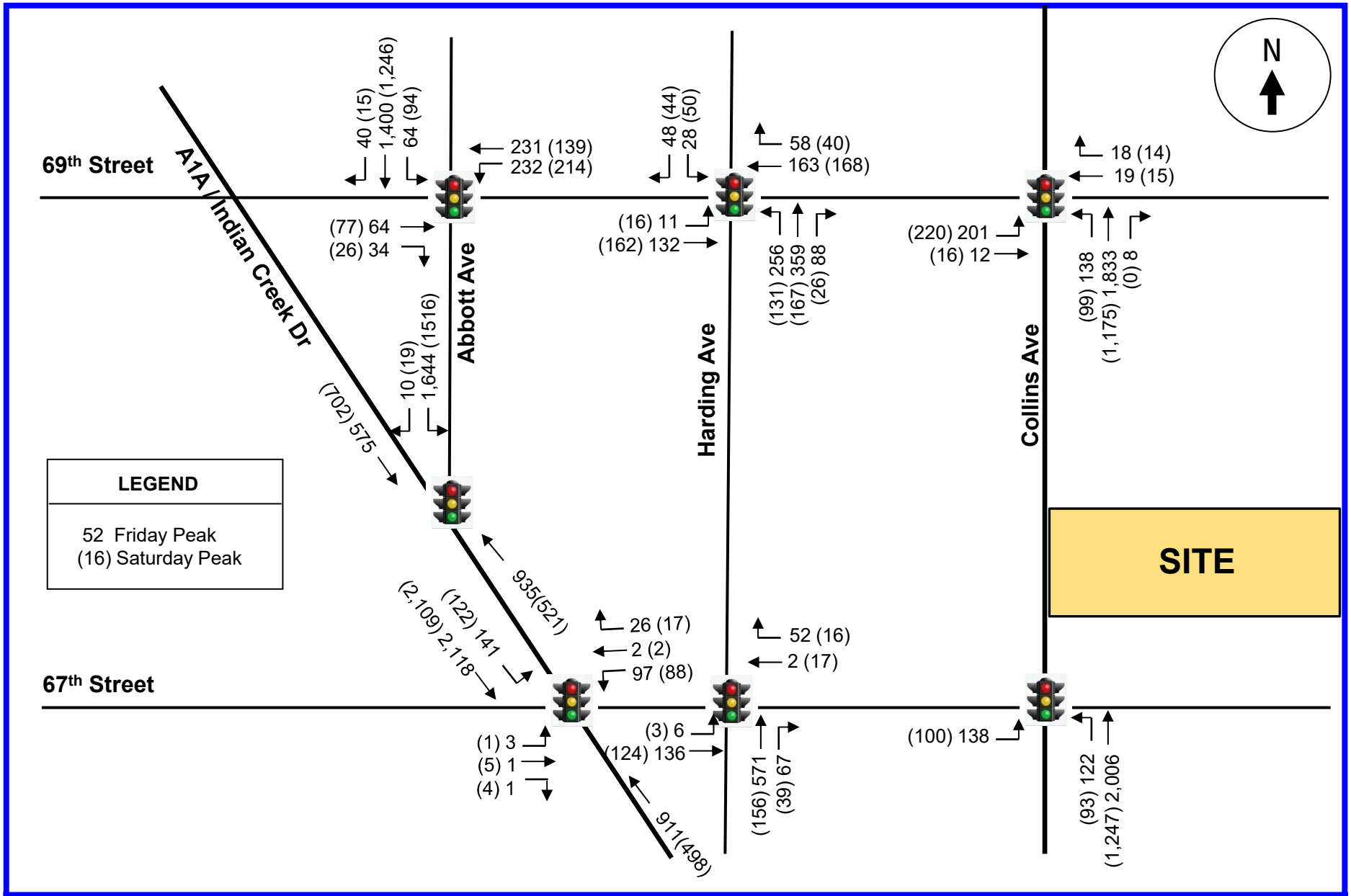
FIGURE 2
6747 Collins
Miami Beach, Florida

TRAFFIC COUNTS

Traf Tech Engineering, Inc., in association with Video Data Solutions collected intersection turning movement counts at the seven (7) study intersections. The intersection turning movement counts were collected on Friday, November 22, 2019 between 4:00 PM and 7:00 PM and Saturday, November 23, 2019 between 4:00 PM and 6:00 PM at the following intersections located near the project site:

1. 69th Street and Abbott Avenue (signalized)
2. 69th Street and Harding Avenue (signalized)
3. 69th Street and Collins Avenue (signalized)
4. Indian Creek Drive and Abbott Avenue (Signalized)
5. Indian Creek Drive and 67th Street (signalized)
6. 67th Street and Harding Avenue (signalized)
7. 67th Street and Collins Avenue (signalized)

Figure 3 summarizes the results of the intersection turning movement counts undertaken during the weekday and Saturday peak hours. Appendix C contains the intersection turning movement counts, as collected in the field. The latest signal timing plans for the signalized intersections were obtained from the Miami-Dade County website.



Traf Tech
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EXISTING TRAFFIC COUNTS
(Friday and Saturday, November 22 and 23, 2019)

FIGURE 3
6747 Collins
Miami Beach, Florida

TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*[1] (10th Edition). According to the subject ITE manual, the most appropriate "land use" categories for the proposed uses includes ITE's Land Use 310 – Hotel and ITE's Land Use 931 – Restaurant. Tables 1 and 2 summarize the external trips associated with the proposed development during the weekday and Saturday peak hours, respectively.

TABLE 1
Weekday Trip Generation Summary (Proposed Use and Intensity)
6747 Collins

Land Use	Size	Daily Trips	PM Peak Hour		
			Total Trips	Inbound	Outbound
Hotel (LUC 310)	208	1,739	125	64	61
Restaurant (LUC 931)	3,755	315	29	19	10
Gross Trips		**2,054**	**154**	**83**	**71**
Internal (-30%)		-227	-17	-11	-6
External Trips		**1,827**	**137**	**72**	**65**

Source: ITE Trip Generation Manual (10th Edition)

TABLE 2
Saturday Trip Generation Summary (Proposed Use and Intensity)
6747 Collins

Land Use	Size	Daily Trips	PM Peak Hour		
			Total Trips	Inbound	Outbound
Hotel (LUC 310)	208	1,704	150	84	66
Restaurant (LUC 931)	3,755	338	40	24	16
Gross Trips		**2,042**	**190**	**108**	**82**
Internal (-30%)		-258	-24	-14	-10
External Trips		**1,784**	**166**	**94**	**72**

Source: ITE Trip Generation Manual (10th Edition)

As indicated in Table 1, the external new trips anticipated to be generated by the proposed hotel development during the Weekday peak hour includes approximately 137 peak-hour trips (72 inbound and 65 outbound). Table 2 indicates that the external new trips anticipated to be generated by the proposed lodging facility during the Saturday peak hour includes approximately 166 trips (94 inbound and 72 outbound).

[1] *Comparable hotels were research in order to obtain actual traffic counts for trip generation purposes. In lieu of actual counts, ITE trip generation rates were used, which are likely higher than local trip generation associated with comparable hotels in the North Beach area.*

The trip generation rates used to determine the trips associated with the proposed uses are presented below:

ITE Land Use 310 – Hotel

Weekday Peak Hour of Adjacent Street
T = 0.6 (X) (51% inbound and 49% outbound)
Where T = number of weekday peak hour trips and
X = number of rooms

Saturday Peak Hour of Adjacent Street
T = 0.72 (X) + 4.32 (56% inbound and 44% outbound)
Where T = number of Saturday peak hour trips and
X = 1000 Sq. Ft. GLA

ITE Land Use 931 – Restaurant

Weekday Peak Hour of Adjacent Street
T = 7.8 (X) (67% inbound and 33% outbound)
Where T = number of weekday peak hour trips and
X = 1000 Sq. Ft. GLA

Saturday Peak Hour of Adjacent Street
T = 10.68 (X) (59% inbound and 41% outbound)
Where T = number of Saturday peak hour trips and
X = 1000 Sq. Ft. GLA

TRIP DISTRUBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the project were based on Miami-Dade County's Cardinal Distribution information for the study area. Table 3 summarizes the County's cardinal distribution data for Traffic Analysis Zone 627, which is applicable to the project site from the latest SERPM data published by Miami-Dade County.

TABLE 3
Project Trip Distribution
TAZ # 627

Year	Movement							
	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2010	3.20%	0.00%	0.00%	0.00%	33.00%	28.20%	12.20%	23.50%
2040	4.70%	0.00%	0.00%	0.00%	31.70%	26.00%	12.90%	24.70%
2022*	3.80%	0.00%	0.00%	0.00%	32.48%	27.32%	12.48%	23.98%

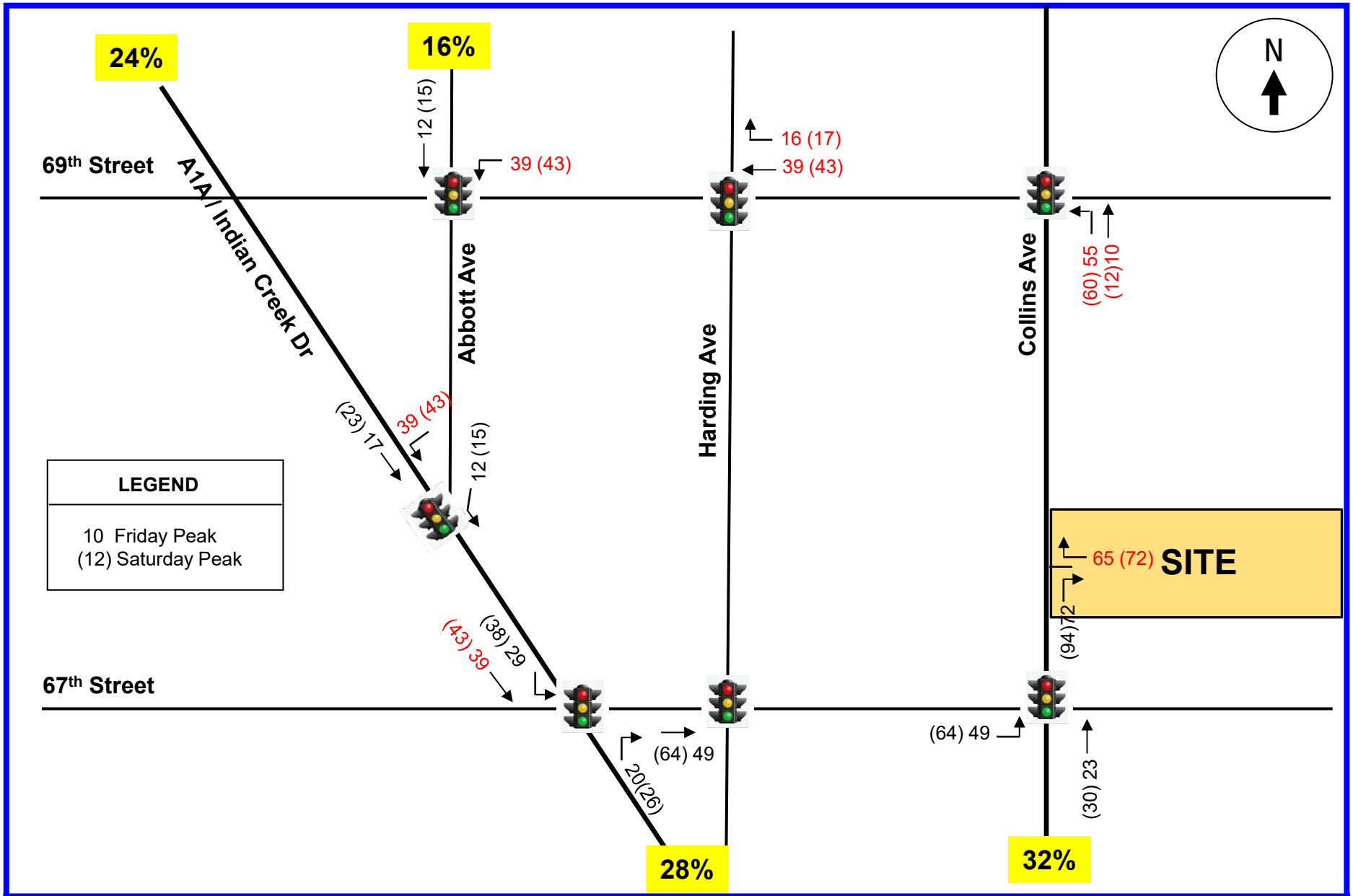
*Note: * Interpolated Values*

Source: Miami-Dade County (2040 SERPM)

Based on the above, the following traffic assignment was assumed for the proposed hotel/restaurant development:

- 32% to and from the south via Collins Avenue
- 24% to and from the north via Indian Creek Drive
- 28% to and from the south via Indian Creek Drive
- 16% to and from the north via Abbott Avenue

The new peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented above. The new project traffic assignment is summarized in Figure 4.



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NEW PROJECT TRAFFIC ASSIGNMENT
Friday (Saturday) New Peak Hour Trips

FIGURE 4
6747 Collins
Miami Beach, Florida

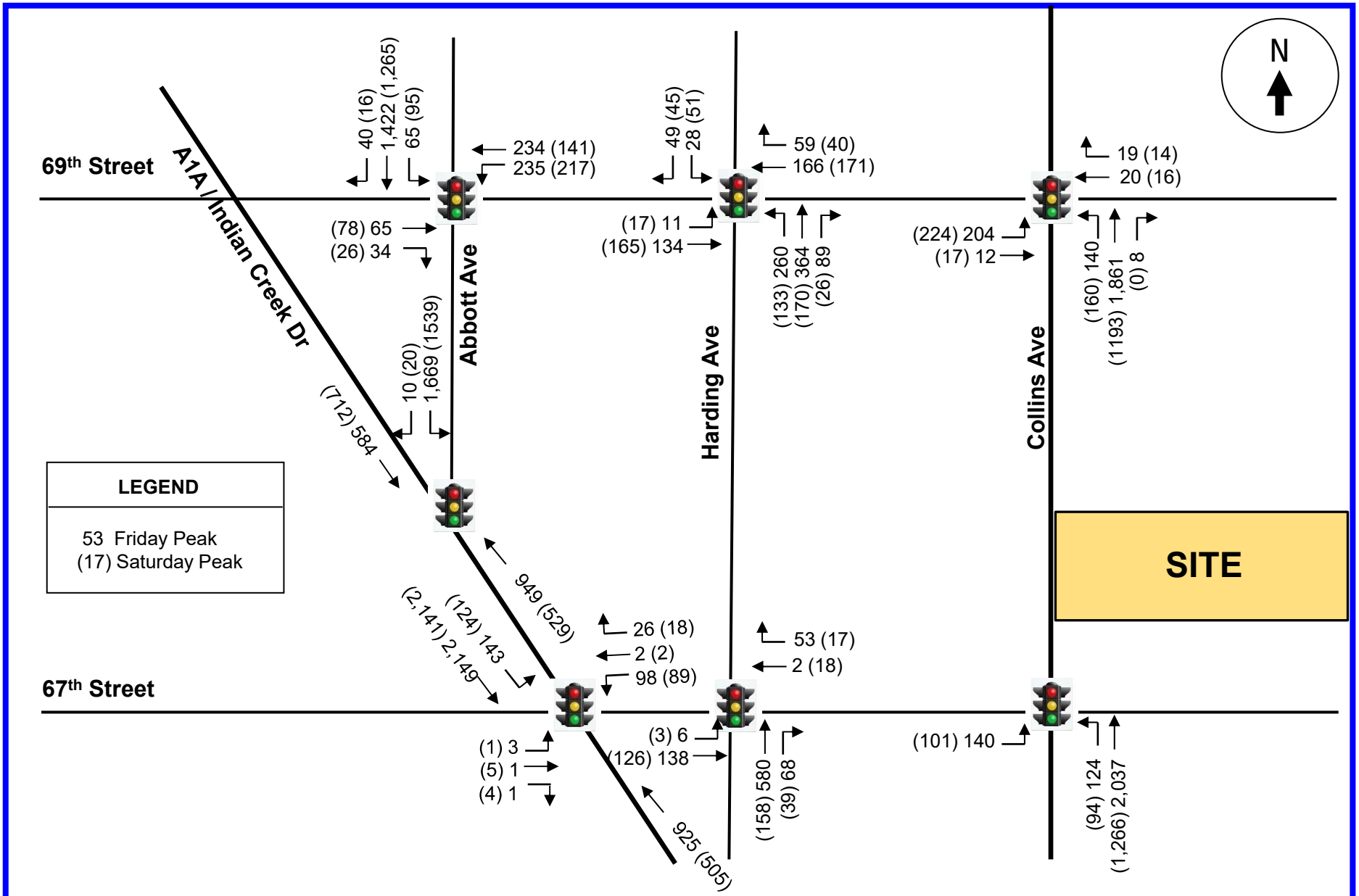
TRAFFIC ANALYSIS

This section of the study is divided into two parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions.

Future Conditions Traffic Volumes

Two sets of future traffic volumes were developed. The first set includes project buildout conditions without the proposed project and the second set adds the new trips anticipated to be generated by the project.

In order to develop year 2022 traffic volumes (project anticipated to be built and occupied by the year 2022), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field during the month of November to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a 1.02 factor is required to convert traffic counts collected during the third week of November to average peak season conditions (refer to Appendix D). The second analysis includes a growth factor to project 2019 peak season traffic volumes to the year 2022. Based on traffic growth data published by the FDOT for a nearby traffic count stations, negligible traffic growth has occurred during the past five years (refer to Appendix D). In order to assess impacts with a conservative approach, and to account for unforeseen approved project (committed trips) that may impact the study intersections, a 0.5% growth rate was used for purposes of this study. The new trips generated by the proposed project (refer to Figure 4) were added to the 2019 background traffic in order to develop total traffic conditions. The future traffic projections for the study intersections (peak season adjustments, growth rates and project traffic) are presented in tabular format in Appendix E. Figures 5 and 6 present the year 2022 future traffic volumes for the study area. Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the 6747 Collins Project.



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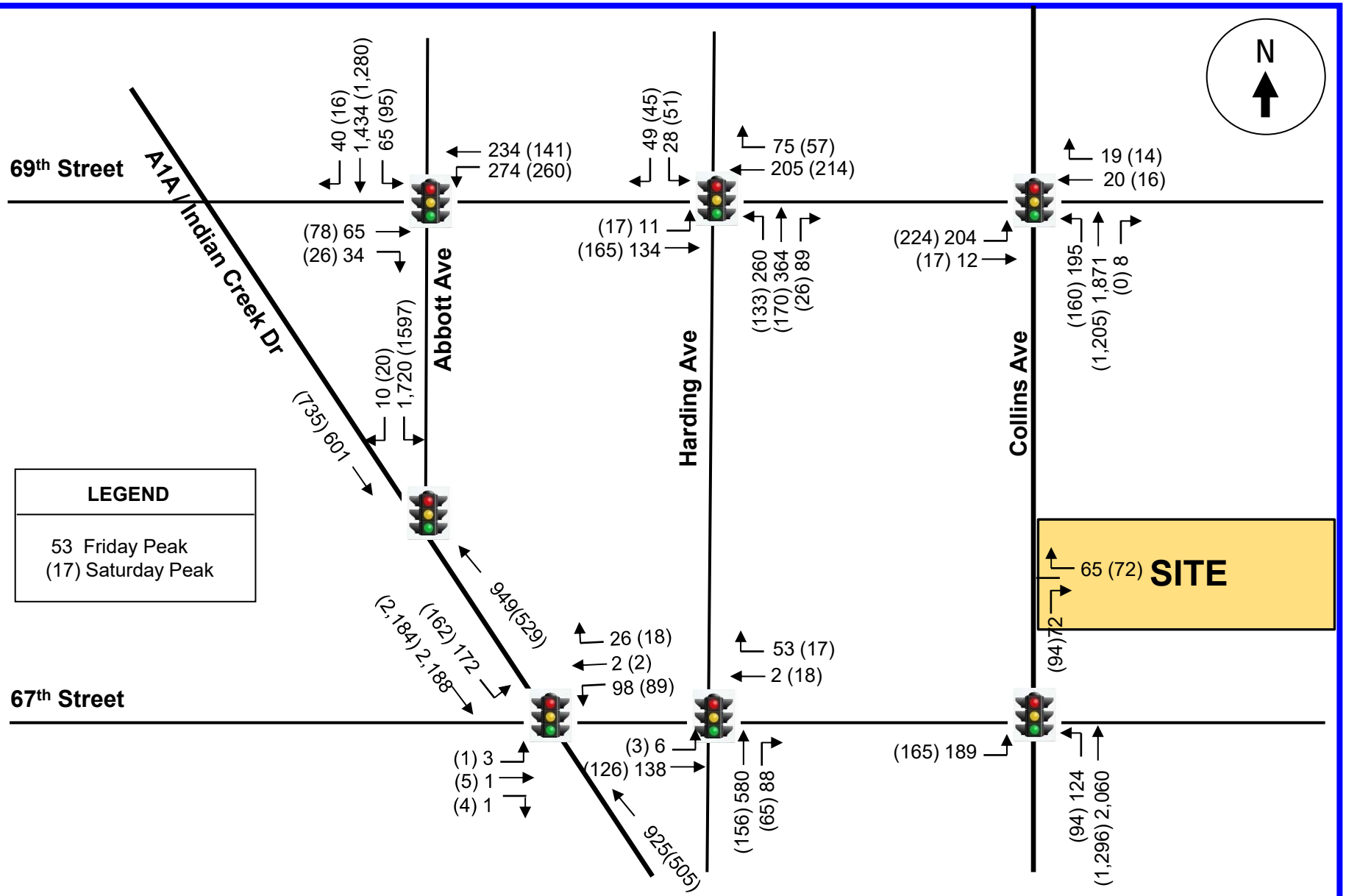
ENGINEERING, INC.

BACKGROUND TRAFFIC – Year 2022
Friday (Saturday) Peak Hour Trips

FIGURE 5
6747 Collins
Miami Beach, Florida



Traf Tech
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TOTAL TRAFFIC with PROJECT – Year 2022
Friday (Saturday) Peak Hour Trips

FIGURE 6
6747 Collins
Miami Beach, Florida

Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the study intersections and the access driveways. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCS) using the SYNCHRO software. The results of the capacity analyses are summarized in Table 4.

As indicated in Table 4, all study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2022 with the proposed project in place, with two exceptions (69th Street/Abbott Ave and Indian Creek/Abbott Ave).

TABLE 4
Intersection Level of Service and 95th Queue
6747 Collins

Intersection	2019 Existing	Future Traffic Conditions 2022 w/o Project	Future Traffic Conditions 2022 With Project
69th Street & Abbott Avenue (signalized)	E (C)	E (C)	D* (C)
69th Street & Harding Avenue (signalized)	C (C)	C (C)	C (C)
69th Street & Collins Avenue (signalized)	C (B)	C (B)	C (B)
Indian Creek Drive & Abbott Avenue (Signalized)	E (C)	E (C)	E (C)
Indian Creek Drive & 67th Street (signalized)	B (C)	B (C)	C (C)
67th Street & Harding Avenue (signalized)	C (C)	C (C)	C (C)
67th Street & Collins Avenue (signalized)	B (A)	B (A)	C (B)
Collins Avenue & Driveway -WBR			A (A)

LEGNED: Weekday Peak Hour (Saturday Peak Hour)
*with minor signal timing improvements

The computer printouts of the intersection capacity analyses are contained in Appendix F.

CONCLUSIONS AND RECOMMENDATIONS

6747 Collins is a proposed hotel/restaurant development planned to be located at 6747 Collins Avenue in the City of Miami Beach in Miami-Dade County, Florida. The project site is currently vacant. The project consists of the following land uses and intensities:

- 208 hotel rooms
- A restaurant of 3,755 sq.-ft

On-site parking is provided as part of this project. Ninety-two (92) on-site parking spaces are provided for hotel/restaurant patrons and parking for 172 bicycles in order to encourage non-automobile mode of transportation. Hotel/restaurant patrons will use an access driveway off of Collins Avenue. The conclusions of the traffic study are presented below:

- The external new trips anticipated to be generated by the proposed project during the Weekday peak hour includes approximately 137 trips (72 inbound and 65 outbound) and the external new trips anticipated to be generated by the proposed project during the Saturday peak hour includes approximately 166 trips (94 inbound and 72 outbound).

All study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2022 with the proposed project in place, with two exceptions. The two exceptions include the intersection of 69th Street and Abbott Avenue and the intersection of Indian Creek Drive and Abbott Avenue. With minor signal timing adjustments, the intersection of 69th Street and Abbott Avenue is projected to operate at level of service "D", which meets standards. The intersection of Indian Creek Drive and Abbott Avenue is operating at level of service "E" during the weekday peak hour and will continue to operate at level of service "E" with the proposed hotel development in place. The proposed 172 bicycle parking spaces are intended to minimize the impacts created by this project.

APPENDIX A

Traffic Methodology

TRAFTECH ENGINEERING, INC.

TO: 6747 Collins Avenue DATE: November 15, 2019

FROM: Joaquin Vargas

SUBJECT: Traffic Methodology for the 6747 Collins Avenue Project

---

6747 Collins is a proposed hotel development planned to be located at 6747 Collins Avenue in the City of Miami Beach, Florida. A traffic methodology meeting was held on Friday, November 15, 2019 via a teleconference with the City of Miami Beach Offices. The following is a summary of the agreed-upon traffic analysis methodology in connection with the 6747 Collins Avenue project:

- The traffic study will evaluate the following seven (7) intersections:

  1) 69th Street and Collins Avenue
  2) 69th Street and Harding Avenue
  3) 69th Street and Abbott Avenue
  4) Indian Creek Drive and Abbott Avenue
  5) Indian Creek Drive and 67th Street
  6) 67th Street and Harding Avenue
  7) 67th Street and Collins Avenue

- The trip generation will be based on actual traffic counts at comparable hotel facilities, if feasible. Otherwise, ITE Trip Generation Manual (10th Edition) will be used.

- Parking will be documented.

- Site plan will show the proposed dimensions of the sidewalks surrounding the project site.

- Any impacts to existing parking spaces for access purposes will be documented.

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

APPENDIX B

Site Plan – 6747 Collins

URBANICA the BEACH

6747 Collins Avenue, Miami Beach, FL 33141

HISTORIC PRESERVATION BOARD
SEPTEMBER 30, 2019

SCOPE OF WORK

NEW CONSTRUCTION OF A 9 STORY HOTEL WITH 200 UNITS
& RESTAURANT

STUDIO McG ARCHITECTURE

7500 NE 4th Court
Suite 103
Miami, FL 33138
T: (305) 573-2728

PROJECT NUMBER
1925

PROJECT NAME
URBANICA THE BEACH

6747 COLLINS AVE
MIAMI BEACH, FL 33141

URBANICA THE HOTELS

DESIGNER

INC ARCHITECTURE
& DESIGN PLLC
150 Varick St, 5th Floor South
New York, NY 10013
(212) 673-1695

CONCEPT DESIGN

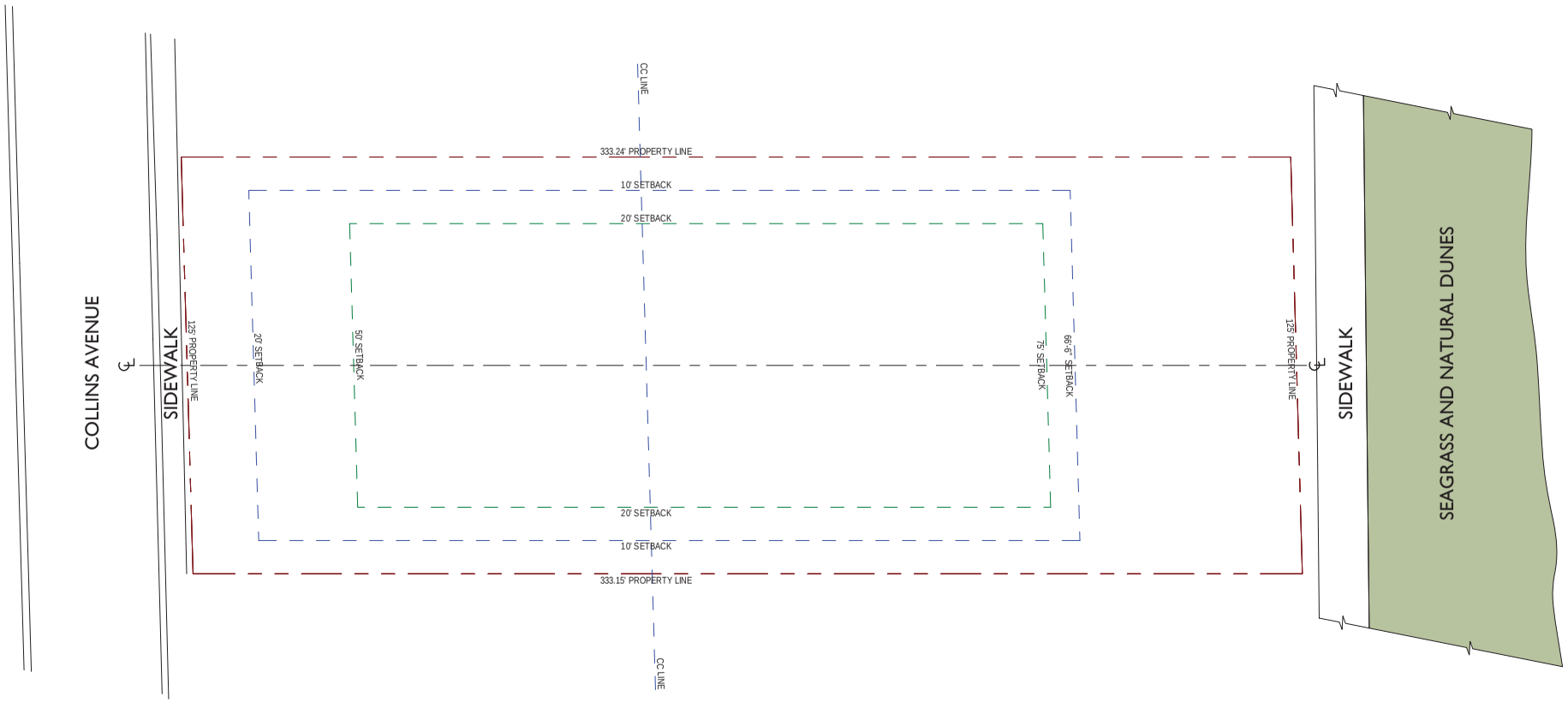
COVER SHEET

STUDIO McG ARCHITECTURE
JENNIFER McCONNEY FLORIDA LIC# AR93044

SCALE:	N.T.S.
DRAWN BY:	Author
CHECK:	JMcG
DATE	09/17/2019

SHEET NUMBER

A0.00



1 SETBACK DIAGRAM
1/32" = 1'-0"

N

STUDIO McG ARCHITECTURE
7500 NE 4th Court
Suite 103
Miami, FL 33138
T: (305) 573-2728

PROJECT NUMBER
1925

PROJECT NAME
URBANICA THE BEACH
6747 COLLINS AVE
MIAMI BEACH, FL 33141

URBANICA THE HOTELS

DESIGNER

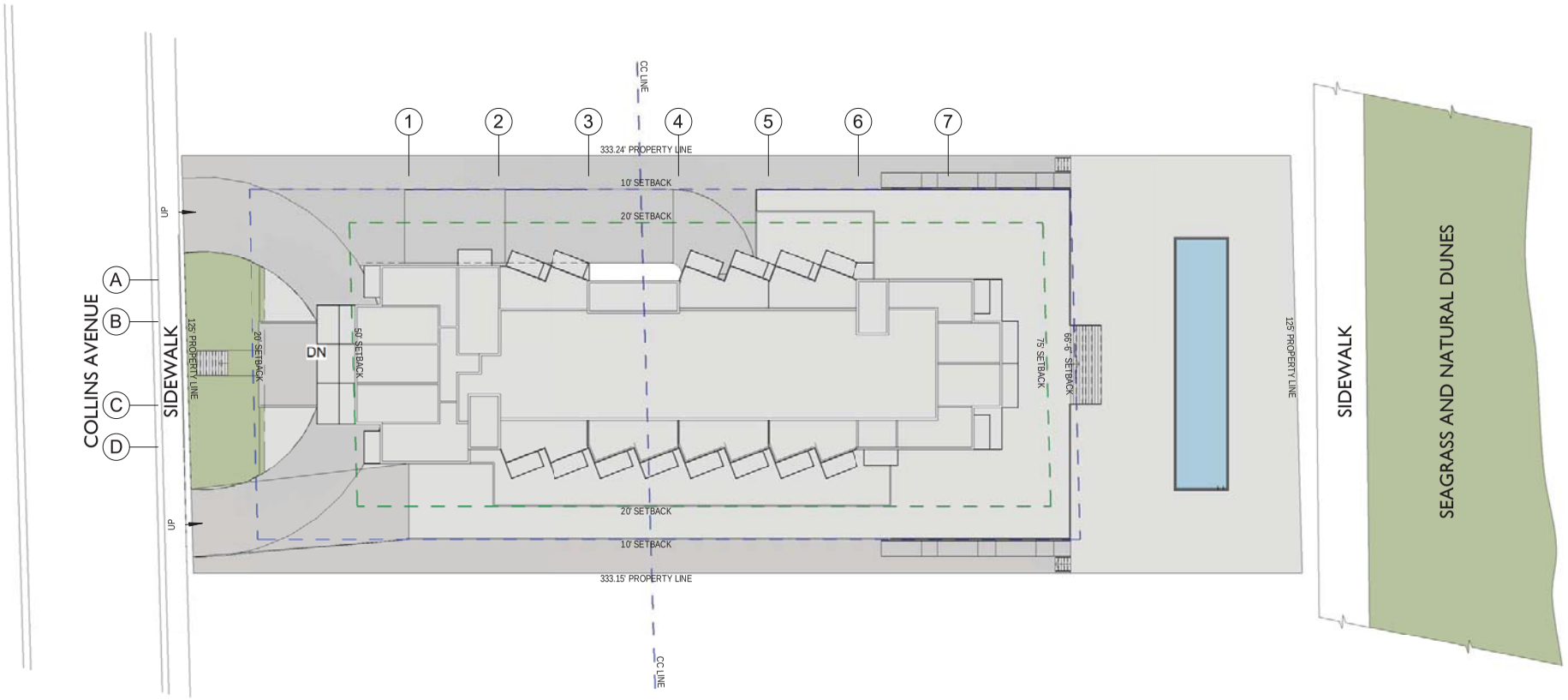
INC ARCHITECTURE
& DESIGN PLLC
150 Varick St, 5th Floor South
New York, NY 10013
(212) 673-1695

CONCEPT DESIGN

SITE SET BACK DIAGRAM

SCALE:	1/32" = 1'-0"
DRAWN BY:	Author
CHECK:	JMcG
DATE	09/17/19

SHEET NUMBER
A0.20



1 SITE PLAN
1/32" = 1'-0"

N

STUDIO McG ARCHITECTURE
7500 NE 4th Court
Suite 103
Miami, FL 33138
T: (305) 573-2728

PROJECT NUMBER
1925

PROJECT NAME
URBANICA THE BEACH
6747 COLLINS AVE
MIAMI BEACH, FL 33141

URBANICA THE HOTELS

DESIGNER

INC ARCHITECTURE & DESIGN PLLC
150 Varick St, 5th Floor South
New York, NY 10013
(212) 673-1695

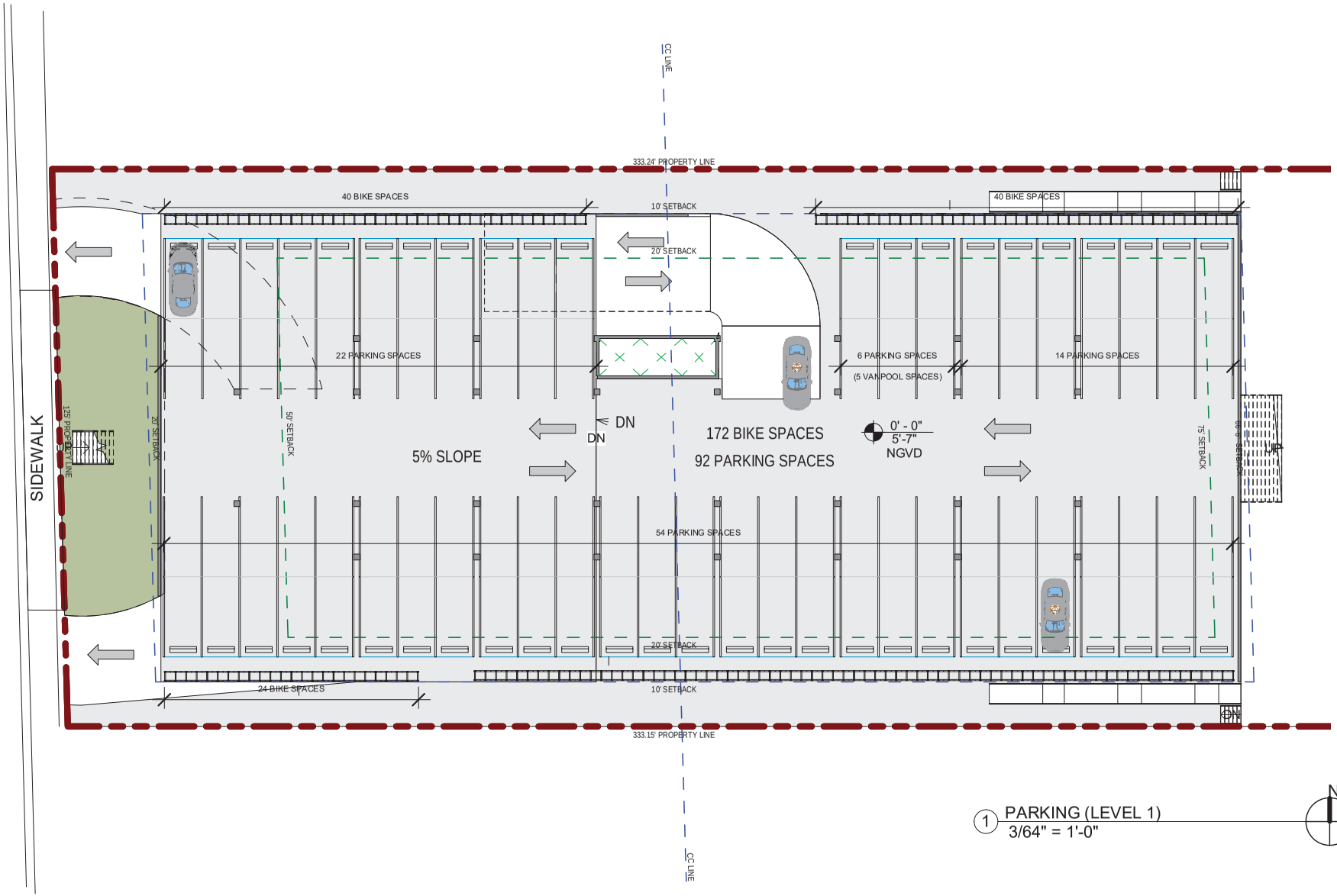
CONCEPT DESIGN

SITE PLAN

STUDIO McG ARCHITECTURE
JENNIFER McCONNEY FLORIDA LICENSE AR93044

SCALE:	1/32" = 1'-0"
DRAWN BY:	Author
CHECK:	JMcG
DATE	09/12/19

SHEET NUMBER
A1.01



1 PARKING (LEVEL 1)
3/64" = 1'-0"

STUDIO McG ARCHITECTURE
7500 NE 4th Court
Suite 103
Miami, FL 33138
T: (305) 573-2728

PROJECT NUMBER
1925

PROJECT NAME
URBANICA THE BEACH
6747 COLLINS AVE
MIAMI BEACH, FL 33141

URBANICA THE HOTELS

DESIGNER

INC ARCHITECTURE
& DESIGN PLLC
150 Varick St, 5th Floor South
New York, NY 10013
(212) 673-1695

CONCEPT DESIGN

PROPOSED SITE PLAN

SCALE:	3/64" = 1'-0"
DRAWN BY:	YVS | KP
CHECK:	JMcG
DATE	08/08/19

SHEET NUMBER
A1.02

APPENDIX C

Signal Timing Plan and Traffic Counts

Miami-Dade, FL

2636 - SR A1A/Abbott Ave. & 69th St. - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

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

Hardware Alternate Sequence Enable: No

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

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

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

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

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	A528
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

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

Miami-Dade, FL

2636 - SR A1A/Abbott Ave. & 69th St. - 2070-1C - Econolite Type - Cobalt

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

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**S-T**	**N**	**W-T**	**N**	**S**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	18	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	40	0	23	0	0	0	23	0	0	0	0	0	0	0	0
Max2	0	0	0	60	0	0	0	60	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.3	0.0	2.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**S-T**	**N**	**W-T**	**N**	**S**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	18	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	40	0	18	0	0	0	18	0	0	0	0	0	0	0	0
Max2	0	43	0	18	0	0	0	18	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.3	0.0	2.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**S-T**	**N**	**W-T**	**N**	**S**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	16	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	40	0	23	0	0	0	23	0	0	0	0	0	0	0	0
Max2	0	43	0	43	0	0	0	43	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.3	0.0	2.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

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

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Controller Options

Controller Options (MM) 2-6-1

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

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

Pre-Timed Mode (MM) 2-7

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

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

Phase Recall Options (MM) 2-8

Plan # 1

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

Plan # 2

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

Plan # 3

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

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall																
Soft Recall																
No Rest																
AI Calc																

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Coordination Options
Options (MM) 3-1

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

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

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

Split Demand (MM) 3-5

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

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

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

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	90	Std (COS)	9	Offsets In	Seconds
Offset Value	61s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	S	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 1)	0	58	0	32	0	0	0	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	32s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	90	Std (COS)	17	Offsets In	Seconds
Offset Value	71s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	S	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	0	43	0	47	0	0	0	47	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	47s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	90	Std (COS)	25	Offsets In	Seconds
Offset Value	33s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	S	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	0	49	0	41	0	0	0	41	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	41s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	80	Std (COS)	33	Offsets In	Seconds
Offset Value	10s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	S	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	0	44	0	36	0	0	0	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	36s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	120	Std (COS)	41	Offsets In	Seconds
Offset Value	11s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	S	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 5)	0	79	0	41	0	0	0	41	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	41s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	70	Std (COS)	73	Offsets In	Seconds
Offset Value	40s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

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

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	30s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	70	Std (COS)	81	Offsets In	Seconds
Offset Value	40s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

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

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	30s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 8

Split Pattern	8	TS2 (Pat-Off)	2-2	Splits In	Seconds
Cycle	70	Std (COS)	89	Offsets In	Seconds
Offset Value	9s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	S	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 8)	0	38	0	32	0	0	0	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	32s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Seconds
Cycle	90	Std (COS)	97	Offsets In	Seconds
Offset Value	37s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	S	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 9)	0	49	0	41	0	0	0	41	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	41s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Seconds
Cycle	70	Std (COS)	105	Offsets In	Seconds
Offset Value	13s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	S	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 10)	0	38	0	32	0	0	0	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	32s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Seconds
Cycle	70	Std (COS)	137	Offsets In	Seconds
Offset Value	42s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

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

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	30s	0s	0s

Misc. Data

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

Split Pattern

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

Special Funciton Outputs								

Coordinator Pattern # 12

Split Pattern	12	TS2 (Pat-Off)	3-3	Splits In	Seconds
Cycle	100	Std (COS)	145	Offsets In	Seconds
Offset Value	1s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

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

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	50s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	70	Std (COS)	153	Offsets In	Seconds
Offset Value	14s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	S	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	0	38	0	32	0	0	0	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	32s	0s	0s

Misc. Data

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

Split Pattern

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

Special Funciton Outputs								

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	90	Std (COS)	161	Offsets In	Seconds
Offset Value	9s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	S	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	0	53	0	37	0	0	0	37	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	37s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	70	Std (COS)	233	Offsets In	Seconds
Offset Value	40s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	S	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	0	40	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	30s	0s	0s

Misc. Data

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

Split Pattern

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

Special Funciton Outputs								

Coordinator Pattern # 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits In	Seconds
Cycle	80	Std (COS)	18	Offsets In	Seconds
Offset Value	71s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	S	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 22)	0	44	0	36	0	0	0	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	36s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 23

Split Pattern	23	TS2 (Pat-Off)	7-2	Splits In	Seconds
Cycle	80	Std (COS)	26	Offsets In	Seconds
Offset Value	71s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	S	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 23)	0	44	0	36	0	0	0	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	36s	0s	0s

Misc. Data

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

Split Pattern

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

Special Funciton Outputs								

Miami-Dade, FL

2636 - SR A1A/Abbott Ave. & 69th St. - 2070-1C - Econolite Type - Cobalt

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

Action Plan - 1 - "1"

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

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

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

Action Plan - 2 - "2"

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

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

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

Action Plan - 3 - "3"

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

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

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

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	1	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 5 - "5"

Pattern	5	Override Sys	No
Timing Plan	1	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 6 - "6"

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

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

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

Action Plan - 7 - "7"

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

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

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

Action Plan - 8 - "8"

Pattern	8	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 9 - "9"

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

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

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

Action Plan - 10 - "10"

Pattern	10	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 11 - "11"

Pattern	11	Override Sys	No
Timing Plan	1	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 12 - "12"

Pattern	12	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 13 - "13"

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

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

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

Action Plan - 14 - "14"

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

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

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

Action Plan - 20 - "20"

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

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

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

Action Plan - 22 - "22"

Pattern	22	Override Sys	No
Timing Plan	1	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 23 - "23"

Pattern	23	Override Sys	No
Timing Plan	1	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 31 - "31"

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

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

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

Action Plan - 62 - "62"

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

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

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

Action Plan - 63 - "63"

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

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

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

Miami-Dade, FL

2636 - SR A1A/Abbott Ave. & 69th St. - 2070-1C - Econolite Type - Cobalt

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

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	8	00:00
2	10	06:00
3	31	07:00
4	1	09:30
5	10	19:30
6	13	21:00
7	2	15:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	8	00:00
2	10	08:00
3	14	10:00
4	12	16:30
5	10	18:30
6	13	21:00

Day Plan #3 - "3"

Event	Action Plan	Start Time
1	8	00:00
2	10	06:00
3	10	08:00
4	14	10:00
5	12	16:30
6	10	18:30
7	13	21:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

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

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

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

Schedule Number - 2

Day Plan No.: 2

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

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

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

Schedule Number - 3

Day Plan No.: 3

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

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

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

TOD Schedule Report
for 2690: Collins Av&67 St

Print Date: 9/24/2019

Print Time: 4:56 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2690	Collins Av&67 St	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	-	-	-	-	NBT	-	EBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 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 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 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 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	1 - 1 - 1	35 - 35 - 35	0 - 0 - 0	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	22 - 22 - 22	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-----6-8
External Permit 0	-----6-8
External Permit 1	-----6-8
External Permit 2	-----6-8

TOD Schedule Report

for 2690: Collins Av&67 St

Print Date: 9/24/2019

Print Time: 4:56 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	-	-	NBT	-	EBT		
	1	90	0	0	0	0	0	50	0	28	0	1
	2	140	0	0	0	0	0	107	0	21	0	133
	3	180	0	0	0	0	0	147	0	21	0	69
	4	180	0	0	0	0	0	147	0	21	0	42
	5	90	0	0	0	0	0	57	0	21	0	34
	6	100	0	0	0	0	0	67	0	21	0	9
	8	70	0	0	0	0	0	35	0	23	0	53
	10	70	0	0	0	0	0	35	0	23	0	24
	12	90	0	0	0	0	0	57	0	21	0	27
	13	70	0	0	0	0	0	35	0	23	0	2
	14	90	0	0	0	0	0	50	0	28	0	46

Local TOD Schedule

Time	Plan	DOW
0000	13	Su S
0000	1	M T W Th F
0600	5	M T W Th F
1000	14	Su S
1600	3	M T W Th F
1630	6	Su S
1900	12	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	TOD LOCAL MULTIFU	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFU	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	TOD LOCAL MULTIFUNCT	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFUNCT	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report

for 2691: Collins Av&69 St

Print Date: 9/24/2019

Print Time: 4:56 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2691	Collins Av&69 St	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	-	-	EBT	-	NBT	-	WBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 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 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 EBT	5 - 5 - 5	17 - 17 - 17	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 12 - 12	43 - 43 - 43	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	5 - 5 - 5	19 - 19 - 19	5 - 5 - 5	1 - 1 - 1	35 - 35 - 35	0 - 0 - 0	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 WBT	5 - 5 - 5	17 - 17 - 17	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 12 - 12	43 - 43 - 43	4	2

Last In Service Date: 08/17/2010 11:14

Permitted Phases

	12345678
Default	---4-6-8
External Permit 0	---4-6-8
External Permit 1	---4-6-8
External Permit 2	---4-6-8

TOD Schedule Report

for 2691: Collins Av&69 St

Print Date: 9/24/2019

Print Time: 4:56 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 -	3 -	4 EBT	5 -	6 NBT	7 -	8 WBT	Ring Offset	Offset
	1	90	0	0	0	23	0	55	0	23	0	33
	2	140	0	0	0	36	0	92	0	36	0	7
	3	180	0	0	0	36	0	132	0	36	0	82
	4	180	0	0	0	41	0	127	0	41	0	69
	5	90	0	0	0	23	0	55	0	23	0	58
	6	100	0	0	0	23	0	65	0	23	0	34
	8	70	0	0	0	22	0	36	0	22	0	16
	10	70	0	0	0	22	0	36	0	22	0	51
	12	90	0	0	0	22	0	56	0	22	0	54
	13	70	0	0	0	22	0	36	0	22	0	31
	14	90	0	0	0	22	0	56	0	22	0	83

Local TOD Schedule

Time	Plan	DOW
0000	13	Su S
0000	1	M T W Th F
0600	5	M T W Th F
1000	14	Su S
1600	3	M T W Th F
1630	6	Su S
1900	12	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	SuM T W ThF S
0000	TOD LOCAL MULTIFU	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFU	--------	SuM T W ThF S
0600	TOD OUTPUTS	--------	SuM T W ThF S
1900	TOD OUTPUTS	----4---	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	SuM T W ThF S
0000	TOD LOCAL MULTIFUNCT	---4---	SuM T W ThF S
0500	TOD LOCAL MULTIFUNCT	-------	SuM T W ThF S
0600	TOD OUTPUTS	--------	SuM T W ThF S
1900	TOD OUTPUTS	----4---	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

Miami-Dade, FL

2722 - SR A1A/Indian Creek Dr. & 67th St. - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

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

Hardware Alternate Sequence Enable: No

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

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

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

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

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	707C
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

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

Miami-Dade, FL

2722 - SR A1A/Indian Creek Dr. & 67th St. - 2070-1C - Econolite Type - Cobalt

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

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**S-T**	**N**	**W-T**	**S-L**	**N-T**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	5	0	10	5	5	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	19	0	19	0	19	0	19	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	3.5	3.0	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	35	0	15	6	35	0	7	0	0	0	0	0	0	0	0
Max2	0	0	0	27	22	0	0	7	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	4.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.4	0.0	2.7	2.4	2.4	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	3.5	3.0	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**S-T**	**N**	**W-T**	**S-L**	**N-T**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	5	0	10	5	5	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	19	0	17	0	19	0	17	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	3.5	3.0	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	35	0	15	6	35	0	7	0	0	0	0	0	0	0	0
Max2	0	35	0	27	22	35	0	7	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	4.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.4	0.0	2.7	2.4	2.4	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	3.5	3.0	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**S-T**	**N**	**W-T**	**S-L**	**N-T**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	5	0	10	5	5	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	19	0	17	0	19	0	17	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	3.5	3.0	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	35	0	15	6	35	0	7	0	0	0	0	0	0	0	0
Max2	0	35	0	27	22	35	0	7	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	4.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.4	0.0	2.7	2.4	2.4	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	3.5	3.0	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

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

Miami-Dade, FL

2722 - SR A1A/Indian Creek Dr. & 67th St. - 2070-1C - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

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

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

Pre-Timed Mode (MM) 2-7

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

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

Phase Recall Options (MM) 2-8

Plan # 1

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

Plan # 2

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

Plan # 3

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

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall																
Soft Recall																
No Rest																
AI Calc																

Miami-Dade, FL

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Coordination Options
Options (MM) 3-1

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

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

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

Split Demand (MM) 3-5

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

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

Miami-Dade, FL

2722 - SR A1A/Indian Creek Dr. & 67th St. - 2070-1C - Econolite Type - Cobalt

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

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	180	Std (COS)	9	Offsets In	Seconds
Offset Value	76s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 1)	0	148	0	32	25	123	0	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	90	Std (COS)	25	Offsets In	Seconds
Offset Value	47s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	0	51	0	39	19	32	0	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	90s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	80	Std (COS)	33	Offsets In	Seconds
Offset Value	31s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	0	43	0	37	12	31	0	37	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	80s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	120	Std (COS)	41	Offsets In	Seconds
Offset Value	77s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 5)	0	81	0	39	19	62	0	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 8

Split Pattern	8	TS2 (Pat-Off)	2-2	Splits In	Seconds
Cycle	80	Std (COS)	89	Offsets In	Seconds
Offset Value	33s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 8)	0	44	0	36	12	32	0	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	80s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Seconds
Cycle	90	Std (COS)	97	Offsets In	Seconds
Offset Value	49s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 9)	0	51	0	39	19	32	0	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	90s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Seconds
Cycle	80	Std (COS)	105	Offsets In	Seconds
Offset Value	69s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 10)	0	44	0	36	12	32	0	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	80s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 12

Split Pattern	12	TS2 (Pat-Off)	3-3	Splits In	Seconds
Cycle	100	Std (COS)	145	Offsets In	Seconds
Offset Value	27s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 12)	0	52	0	48	18	34	0	48	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	80	Std (COS)	153	Offsets In	Seconds
Offset Value	34s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	0	43	0	37	12	31	0	37	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	80s	0s	0s

Misc. Data

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

Split Pattern

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

Special Funciton Outputs								

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	90	Std (COS)	161	Offsets In	Seconds
Offset Value	30s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	0	51	0	39	20	31	0	39	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	90s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 15

Split Pattern	15	TS2 (Pat-Off)	4-3	Splits In	Seconds
Cycle	180	Std (COS)	169	Offsets In	Seconds
Offset Value	162s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 15)	0	148	0	32	20	128	0	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Misc. Data

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

Split Pattern

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

Special Funciton Outputs								

Coordinator Pattern # 16

Split Pattern	16	TS2 (Pat-Off)	5-1	Splits In	Seconds
Cycle	180	Std (COS)	201	Offsets In	Seconds
Offset Value	99s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 16)	0	131	0	49	20	111	0	49	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 17

Split Pattern	17	TS2 (Pat-Off)	5-2	Splits In	Seconds
Cycle	180	Std (COS)	209	Offsets In	Seconds
Offset Value	48s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 17)	0	147	0	33	25	122	0	33	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Misc. Data

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

Split Pattern

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

Special Funciton Outputs								

Coordinator Pattern # 18

Split Pattern	18	TS2 (Pat-Off)	5-3	Splits In	Seconds
Cycle	180	Std (COS)	217	Offsets In	Seconds
Offset Value	158s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 18)	0	151	0	29	20	131	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	80	Std (COS)	233	Offsets In	Seconds
Offset Value	46s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	0	49	0	31	12	37	0	31	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	80s	0s	0s

Misc. Data

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

Split Pattern

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

Special Funciton Outputs								

Coordinator Pattern # 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits In	Seconds
Cycle	80	Std (COS)	18	Offsets In	Seconds
Offset Value	9s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Description	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 22)	0	51	0	29	12	39	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	**1**	**2**	**3**	**4**
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	80s	0s	0s

Misc. Data

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

Split Pattern

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

Miami-Dade, FL

2722 - SR A1A/Indian Creek Dr. & 67th St. - 2070-1C - Econolite Type - Cobalt

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

Action Plan - 1 - "1"

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

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

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

Action Plan - 3 - "3"

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

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

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

Action Plan - 4 - "4"

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

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

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

Action Plan - 5 - "5"

Pattern	5	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 8 - "8"

Pattern	8	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 9 - "9"

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

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

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

Action Plan - 10 - "10"

Pattern	10	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 12 - "12"

Pattern	12	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 13 - "13"

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

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

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

Action Plan - 14 - "14"

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

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

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

Action Plan - 15 - "15"

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

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

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

Action Plan - 16 - "16"

Pattern	16	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 17 - "17"

Pattern	17	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 18 - "18"

Pattern	18	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 20 - "20"

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

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

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

Action Plan - 22 - "22"

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

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

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

Action Plan - 62 - "62"

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

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

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

Action Plan - 63 - "63"

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

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

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

Miami-Dade, FL

2722 - SR A1A/Indian Creek Dr. & 67th St. - 2070-1C - Econolite Type - Cobalt

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

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	14	00:00
2	1	07:00
3	17	09:30
4	18	10:45
5	15	13:00
6	16	15:00
7	5	18:45
8	14	21:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	13	00:00
2	8	01:00
3	10	06:00
4	14	08:00
5	5	10:00
6	12	16:30
7	10	18:30
8	13	21:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

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

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

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

Schedule Number - 2

Day Plan No.: 2

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

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

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

Miami-Dade, FL

2723 - SR A1A/Abbott Ave. & SR A1A/Indian Creek Dr. - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

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

Hardware Alternate Sequence Enable: No

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

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

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

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

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	4458
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

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

Miami-Dade, FL

2723 - SR A1A/Abbott Ave. & SR A1A/Indian Creek Dr. - 2070-1C - Econolite Type - Cobalt

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

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**S-T**	**N**	**SW-T**	**N**	**NE-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	4	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	30	0	14	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	38	0	22	0	0	0	22	0	0	0	0	0	0	0	0
Max2	0	0	0	52	0	0	0	52	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	3.9	0.0	3.9	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**S-T**	**N**	**SW-T**	**N**	**NE-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	4	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	30	0	14	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	38	0	22	0	0	0	22	0	0	0	0	0	0	0	0
Max2	0	52	0	52	0	0	0	52	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	3.9	0.0	3.9	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**S-T**	**N**	**SW-T**	**N**	**NE-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	4	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	30	0	14	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	38	0	22	0	0	0	22	0	0	0	0	0	0	0	0
Max2	0	52	0	52	0	0	0	52	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	3.9	0.0	3.9	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

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

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2723 - SR A1A/Abbott Ave. & SR A1A/Indian Creek Dr. - 2070-1C - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

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

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

Pre-Timed Mode (MM) 2-7

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

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

Phase Recall Options (MM) 2-8

Plan # 1

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

Plan # 2

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

Plan # 3

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

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall																
Soft Recall																
No Rest																
AI Calc																

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2723 - SR A1A/Abbott Ave. & SR A1A/Indian Creek Dr. - 2070-1C - Econolite Type - Cobalt

Coordination Options
Options (MM) 3-1

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

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

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

Split Demand (MM) 3-5

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

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

Miami-Dade, FL

2723 - SR A1A/Abbott Ave. & SR A1A/Indian Creek Dr. - 2070-1C - Econolite Type - Cobalt

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

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	90	Std (COS)	9	Offsets In	Seconds
Offset Value	83s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 1)	0	60	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	30s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	90	Std (COS)	17	Offsets In	Seconds
Offset Value	1s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	0	50	0	40	0	0	0	40	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	40s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	90	Std (COS)	25	Offsets In	Seconds
Offset Value	73s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	0	49	0	41	0	0	0	41	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	41s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	80	Std (COS)	33	Offsets In	Seconds
Offset Value	54s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	0	44	0	36	0	0	0	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	36s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	120	Std (COS)	41	Offsets In	Seconds
Offset Value	42s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 5)	0	79	0	41	0	0	0	41	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	41s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	70	Std (COS)	73	Offsets In	Seconds
Offset Value	68s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	0	43	0	27	0	0	0	27	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	27s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	70	Std (COS)	81	Offsets In	Seconds
Offset Value	68s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	0	43	0	27	0	0	0	27	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	27s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 8

Split Pattern	8	TS2 (Pat-Off)	2-2	Splits In	Seconds
Cycle	70	Std (COS)	89	Offsets In	Seconds
Offset Value	21s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 8)	0	43	0	27	0	0	0	27	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	27s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Seconds
Cycle	90	Std (COS)	97	Offsets In	Seconds
Offset Value	67s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 9)	0	49	0	41	0	0	0	41	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	41s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Seconds
Cycle	70	Std (COS)	105	Offsets In	Seconds
Offset Value	24s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 10)	0	43	0	27	0	0	0	27	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	27s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Seconds
Cycle	70	Std (COS)	137	Offsets In	Seconds
Offset Value	66s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 11)	0	43	0	27	0	0	0	27	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	27s	0s	0s

Misc. Data

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

Split Pattern

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

Special Funciton Outputs								

Coordinator Pattern # 12

Split Pattern	12	TS2 (Pat-Off)	3-3	Splits In	Seconds
Cycle	100	Std (COS)	145	Offsets In	Seconds
Offset Value	23s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 12)	0	43	0	57	0	0	0	57	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	57s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	70	Std (COS)	153	Offsets In	Seconds
Offset Value	25s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	0	43	0	27	0	0	0	27	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	27s	0s	0s

Misc. Data

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

Split Pattern

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

Special Funciton Outputs								

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	90	Std (COS)	161	Offsets In	Seconds
Offset Value	23s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	0	53	0	37	0	0	0	37	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	37s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	70	Std (COS)	233	Offsets In	Seconds
Offset Value	68s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	0	43	0	27	0	0	0	27	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	27s	0s	0s

Misc. Data

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

Split Pattern

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

Special Funciton Outputs								

Coordinator Pattern # 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits In	Seconds
Cycle	80	Std (COS)	18	Offsets In	Seconds
Offset Value	27s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 22)	0	44	0	36	0	0	0	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	36s	0s	0s

Misc. Data

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

Split Pattern

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

Coordinator Pattern # 23

Split Pattern	23	TS2 (Pat-Off)	7-2	Splits In	Seconds
Cycle	80	Std (COS)	26	Offsets In	Seconds
Offset Value	27s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	SW-T	N	NE-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 23)	0	44	0	36	0	0	0	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	36s	0s	0s

Misc. Data

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

Split Pattern

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

Special Funciton Outputs								

Miami-Dade, FL

2723 - SR A1A/Abbott Ave. & SR A1A/Indian Creek Dr. - 2070-1C - Econolite Type - Cobalt

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

Action Plan - 1 - "1"

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

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

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

Action Plan - 2 - "2"

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

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

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

Action Plan - 3 - "3"

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

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

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

Action Plan - 4 - "4"

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

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

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

Action Plan - 5 - "5"

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

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

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

Action Plan - 6 - "6"

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

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

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

Action Plan - 7 - "7"

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

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

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

Action Plan - 8 - "8"

Pattern	8	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 9 - "9"

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

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

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

Action Plan - 10 - "10"

Pattern	10	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 11 - "11"

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

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

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

Action Plan - 12 - "12"

Pattern	12	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 13 - "13"

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

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

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

Action Plan - 14 - "14"

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

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

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

Action Plan - 20 - "20"

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

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

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

Action Plan - 22 - "22"

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

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

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

Action Plan - 23 - "23"

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

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

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

Action Plan - 62 - "62"

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

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

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

Action Plan - 63 - "63"

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

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

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

Miami-Dade, FL

2723 - SR A1A/Abbott Ave. & SR A1A/Indian Creek Dr. - 2070-1C - Econolite Type - Cobalt

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

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	8	00:00
2	10	06:00
3	1	07:00
4	10	19:30
5	13	21:00
6	2	15:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	8	00:00
2	10	08:00
3	14	10:00
4	12	16:30
5	10	18:30
6	13	21:00

Day Plan #3 - "3"

Event	Action Plan	Start Time
1	8	00:00
2	10	06:00
3	14	10:00
4	12	16:30
5	10	18:30
6	13	21:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

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

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

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

Schedule Number - 2

Day Plan No.: 2

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

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

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

Schedule Number - 3

Day Plan No.: 3

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

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

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

Miami-Dade, FL

6573 - SR A1A/Harding Ave. & 69th St. - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

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

Hardware Alternate Sequence Enable: No

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

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

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

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

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	401F
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

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

Miami-Dade, FL

6573 - SR A1A/Harding Ave. & 69th St. - 2070-1C - Econolite Type - Cobalt

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

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**W-T**	**S-T**	**N-T**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	7	7	7	0	7	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	4	4	0	4	0	4	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	20	16	0	20	0	16	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	3.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	20	10	24	0	20	0	0	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
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	4.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	3.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	3.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

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

Plan 3 - "Phase Bank 3"

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

Plan 4 - "Phase Bank 4"

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

Miami-Dade, FL

6573 - SR A1A/Harding Ave. & 69th St. - 2070-1C - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

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

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

Pre-Timed Mode (MM) 2-7

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

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

Phase Recall Options (MM) 2-8

Plan # 1

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

Plan # 2

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

Plan # 3

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

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall																
Soft Recall																
No Rest																
AI Calc																

Miami-Dade, FL

6573 - SR A1A/Harding Ave. & 69th St. - 2070-1C - Econolite Type - Cobalt

Coordination Options
Options (MM) 3-1

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

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

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

Split Demand (MM) 3-5

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

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

Miami-Dade, FL

6573 - SR A1A/Harding Ave. & 69th St. - 2070-1C - Econolite Type - Cobalt

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

Miami-Dade, FL

6573 - SR A1A/Harding Ave. & 69th St. - 2070-1C - Econolite Type - Cobalt

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

Action Plan - 62 - "62"

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

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

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

Action Plan - 63 - "63"

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

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

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

Miami-Dade, FL

6573 - SR A1A/Harding Ave. & 69th St. - 2070-1C - Econolite Type - Cobalt

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

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	62	00:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

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

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

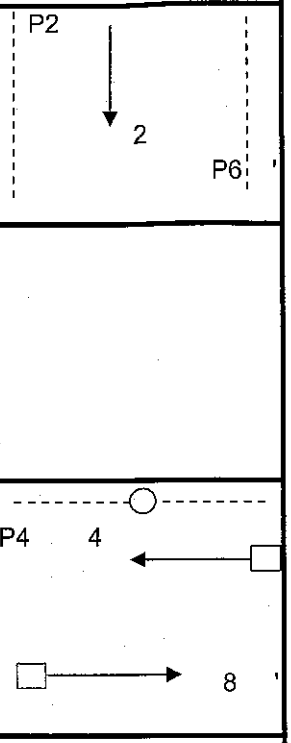
Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
	X	X	X	X	X	X	X	X	X	X	X
	23	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**		
	X	X	X	X	X	X	X	X	X		

SIGNAL OPERATING PLAN

N

	Direction		SB	EB	WB	Ped Heads			
Timing Phases	Head No.		2	8	4	P6	P2		P4
(2)	Dwell		G	R	R	W/F	W/F		DW
	Clear to	(4+8)	Y	R	R	DW	DW		DW
SB									
ABBOTT AV									
(RECALL)									
	Dwell								
	Clear to								
(4+8)	Dwell		R	G	G	DW	DW		W/F
	Clear to	(2)	R	Y	Y	DW	DW		DW
E/WB									
69 STREET									
(ACTUATED)									
	Dwell								
	Clear to								
	Dwell								
	Clear to								
	Dwell								
	Clear to								
Flashing Operation			FY	FR	FR				

Movements/Display/Actuation



Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date				
WILLIAM RIVERA PAZ	09/25/12	Abbott Av & 69 Street			
Checked	Date	Placed in Service		Phasing No.	Asset Number
H. HERNANDEZ	9/27/12	Date 11/13/2012	By SUU	8	2636

Blank12

SIGNAL OPERATING PLAN

N

	Direction		NB		EB	Ped Heads				
Timing Phases	Head No.		6		8	P2	P4		P8	Movements/Display/Actuation
6	Dwell		G		R	W/F	DW		DW	
	Clear to	(4+8)	Y		R	DW	DW		DW	
NB COLLINS AV (RECALL)										P2 6
	Dwell									
	Clear to									
(4+8)	Dwell		R		G	DW	W/F		W/F	
	Clear to	6	R		Y	DW	DW		DW	P4
E/WB 67 ST (ACTUATED)										8 P8
	Dwell									
	Clear to									
	Dwell									
	Clear to									
	Dwell									
	Clear to									
Flashing Operation			FY		FR					Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date			
WILLIAM RIVERA PAZ	3/17/2015	COLLINS AV & 67 ST		
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	3/18/15	Date 05/06/15 By FSC	6	2690

Blank12

SIGNAL OPERATING PLAN

N

	Direction	NB	EB	WB	Ped Heads			
Timing Phases	Head No.	6	8	4	P2	P8	P4	Movements/Display/Actuation
6	Dwell	G	R	R	W/F	DW	DW	P2
NB	Clear to 4+8	Y	R	R	DW	DW	DW	6
COLLINS AV								
(RECALL)								
	Dwell							
	Clear to							
(4+8)	Dwell	R	G	G	DW	W/F	W/F	
E/WB	Clear to 6	R	Y	Y	DW	DW	DW	P4 4
69 Street								8 P8
(ACTUATED)								
	Dwell							
	Clear to							
	Dwell							
	Clear to							
	Dwell							
	Clear to							
Flashing Operation		Y	R	R				Page 1 of 1

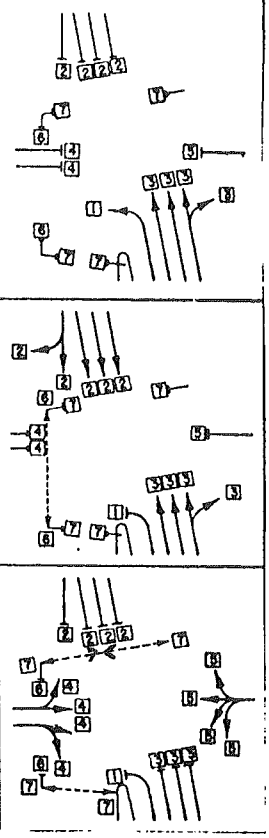
Miami-Dade County Public Works Department

Drawn	Date			
WILLIAM RIVERA PAZ	3/1/2011	Collins Av & 69 Street		
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	3/10/11	Date 3/16/11	8	2691

S.U.U.

TRAFFIC SIGNAL INTERVAL DIAGRAMS

PHASE	INT	SIGNAL HEAD NUMBER 1	2	3	4	5	6	7	8	9	10	11	12
$A_1 + A_3$ (Actuated)	R/W	←	R	G	R	R	DW	DW					
INDIAN CREEK DR. (SOUTHBOUND)	TO $A_3 + A_4$	↓	R	G	R	R	DW	DW					
	CLEAR												
	CLEAR												
	CLEAR												
	CLEAR												
	CLEAR												
	CLEAR												
$A_3 + A_4$ (Recall)	R/W	↓	G	G	R	R	W	DW					
INDIAN CREEK DR.	PED. CL.	↓	G	G	R	R	FDW	DW					
	TO $B_3 + B_4$	↓	Y	Y	R	R	DW	DW					
	TO $A_1 + A_3$	↓	Y	G	R	R	DW	DW					
	CLEAR												
	CLEAR												
	CLEAR												
	CLEAR												
$B_3 + B_4$ (Actuated)	R/W	↓	R	R	G	G	DW	W					
67 ST.	PED. CL.	↓	R	R	G	G	DW	FDW					
	TO $A_1 + A_3$	↓	R	R	Y	Y	DW	DW					
	TO $A_3 + A_4$	↓	R	R	Y	Y	DW	DW					
	CLEAR												
	CLEAR												
	CLEAR												
	CLEAR												



N

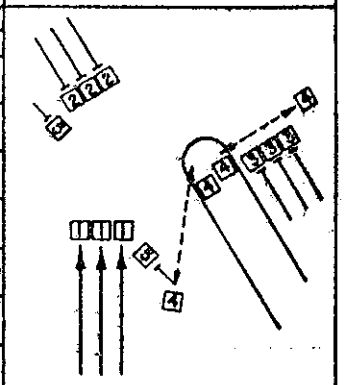
ASSET # 32722

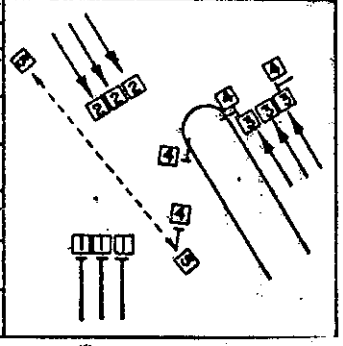
Drawn	Date	METROPOLITAN DADE COUNTY DEPARTMENT OF TRAFFIC AND TRANSPORTATION
H. FRANCILLON	4/7/95	
Check	Date	
E. Ru	4/10/95	HARDING AVE, INDIAN CREEK & 67 ST.
Division Engineer	Date	

Placed in Service		Timing Number	Phasing Number
Date: 11/10/94	By: MITCHELL	—	7

TRAFFIC SIGNAL INTERVAL DIAGRAMS

PHASE	INT	SIGNAL HEAD NUMBER 1	2	3	4	5	6	7	8	9	10	11	12
A (Recall) ABBOTT AVE.	R / W	G	R	R	W	DW							
	PED. CL.	G	R	R	FDW	DW							
	TO CLEAR B_3+B_4	Y	R	R	DW	DW							
B_5+B_4 (Actuated) INDIAN CREEK DR.	R / W	R	G	G	DW	W							
	PED. CL.	R	G	G	DW	FDW							
	TO CLEAR A	R	Y	Y	DW	DW							





ASSET#32723

Drawn	Date	METROPOLITAN DADE COUNTY DEPARTMENT OF TRAFFIC AND TRANSPORTATION
SPERRY	3/16/77	
Check	Date	ABBOTT AVE & INDIAN CREEK
Division Engineer	Date	

Placed in Service		Timing Number	Phasing Number
Date: 3/16/77	By: SPERRY	—	6

SIGNAL OPERATING PLAN

N

	Direction	EB	WB	SB		NB		Ped Heads				Movements/Display/Actuation
Timing Phases	Head No.	6	2	8L	8R	7/4	4	P2	P4	P6	P8	
(2+6)	Dwell	G	G	R	R	R	R	W/F	DW	W/F	DW	
E/WB	Clear to 1	Y	Y	R	R	R	R	DW	DW	DW	DW	P2 2
	3	Y	Y	R	R	R	R	DW	DW	DW	DW	
69 ST	4	Y	Y	R	R	R	R	DW	DW	DW	DW	
												6 P6
(ACTUATED)												
	Dwell											
	Clear to											
X-PED	Dwell	R	R	R	R	R	R	W/F	W/F	W/F	W/F	
(1)	Clear to 3	R	R	R	R	R	R	DW	DW	DW	DW	
	4	R	R	R	R	R	R	DW	DW	DW	DW	
	2+6	R	R	R	R	R	R	DW	DW	DW	DW	P8
(ACTUATED)												
(3)	Dwell	R	R	<G/<G	G>/G>	R	R	DW	DW	DW	DW	
SB	Clear to 4	R	R	Y	Y	R	R	DW	DW	DW	DW	
	2+6	R	R	Y	Y	R	R	DW	DW	DW	DW	
HARDING AV	1	R	R	Y	Y	R	R	DW	DW	DW	DW	8L 8R
(ACTUATED)												
(4)	Dwell	R	R	R	R	<G/G	G	DW	W/F	DW	DW	P4
NB	Clear to 2+6	R	R	R	R	Y	Y	DW	DW	DW	DW	4
	1	R	R	R	R	Y	Y	DW	DW	DW	DW	
HARDING AV	3	R	R	R	R	Y	Y	DW	DW	DW	DW	
(ACTUATED)												
	Dwell											
	Clear to											
Flashing Operation		FR	FR	FR	FR	FR	FR					Page 1 of 1

Miami-Dade County Public Works Department

Designed by: WILLIAM RIVERA-PAZ	Date 8/8/2008	HARDING AV & 69 ST			
Checked by: H. HERNANDEZ	Date 8/12/08	Placed in Service		Phasing No.	Asset Number
		Date 11/13/08	By CONST	1	6573

Blank12

Traf Tech Engineering Inc.

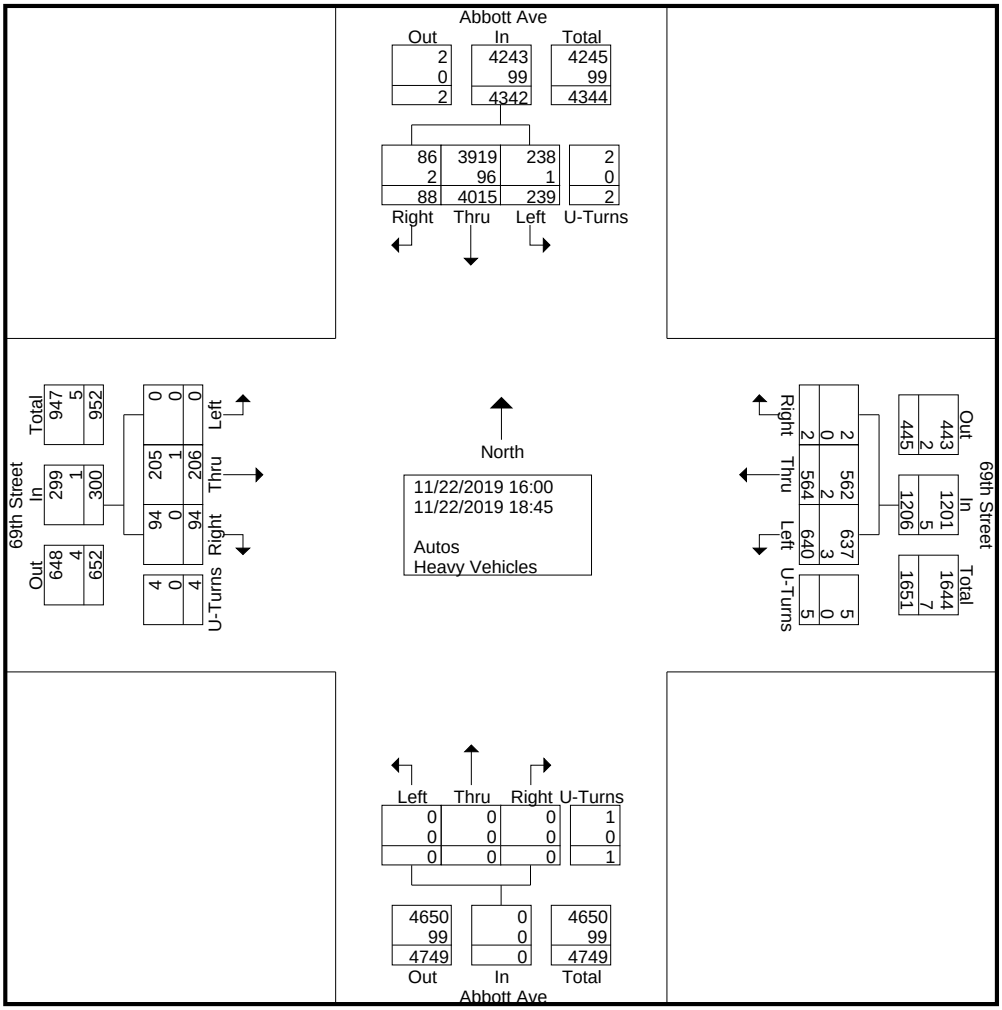
File Name : 1A- Abbott Ave & 69th St
Site Code : 00000000
Start Date : 11/22/2019
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Abbott Ave From North					69th Street From East					Abbott Ave From South					69th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
16:00	9	340	24	0	373	0	34	47	1	82	0	0	0	0	0	9	17	0	0	26	481
16:15	5	354	22	1	382	0	52	45	1	98	0	0	0	1	1	9	34	0	1	44	525
16:30	9	318	25	0	352	0	44	51	0	95	0	0	0	0	0	5	12	0	0	17	464
16:45	6	319	30	0	355	0	72	52	0	124	0	0	0	0	0	4	21	0	1	26	505
Total	29	1331	101	1	1462	0	202	195	2	399	0	0	0	1	1	27	84	0	2	113	1975
17:00	5	347	21	0	373	0	49	53	0	102	0	0	0	0	0	7	12	0	0	19	494
17:15	14	324	8	1	347	0	71	63	0	134	0	0	0	0	0	8	13	0	0	21	502
17:30	5	339	22	0	366	0	59	54	0	113	0	0	0	0	0	11	11	0	0	22	501
17:45	10	322	8	0	340	0	53	55	0	108	0	0	0	0	0	7	22	0	0	29	477
Total	34	1332	59	1	1426	0	232	225	0	457	0	0	0	0	0	33	58	0	0	91	1974
18:00	10	388	24	0	422	0	43	55	0	98	0	0	0	0	0	7	17	0	0	24	544
18:15	5	278	15	0	298	1	23	57	0	81	0	0	0	0	0	8	17	0	0	25	404
18:30	6	317	13	0	336	1	31	60	3	95	0	0	0	0	0	4	15	0	2	21	452
18:45	4	369	27	0	400	0	33	48	0	81	0	0	0	0	0	15	15	0	0	30	511
Total	25	1352	79	0	1456	2	130	220	3	355	0	0	0	0	0	34	64	0	2	100	1911
Grand Total	88	4015	239	2	4344	2	564	640	5	1211	0	0	0	1	1	94	206	0	4	304	5860
Apprch %	2	92.4	5.5	0		0.2	46.6	52.8	0.4		0	0	0	100		30.9	67.8	0	1.3		
Total %	1.5	68.5	4.1	0	74.1	0	9.6	10.9	0.1	20.7	0	0	0	0	0	1.6	3.5	0	0.1	5.2	
Autos	86	3919																			
% Autos	97.7	97.6	99.6	100	97.7	100	99.6	99.5	100	99.6	0	0	0	100	100	100	99.5	0	100	99.7	98.2
Heavy Vehicles																					
% Heavy Vehicles	2.3	2.4	0.4	0	2.3	0	0.4	0.5	0	0.4	0	0	0	0	0	0	0.5	0	0	0.3	1.8

Traf Tech Engineering Inc.

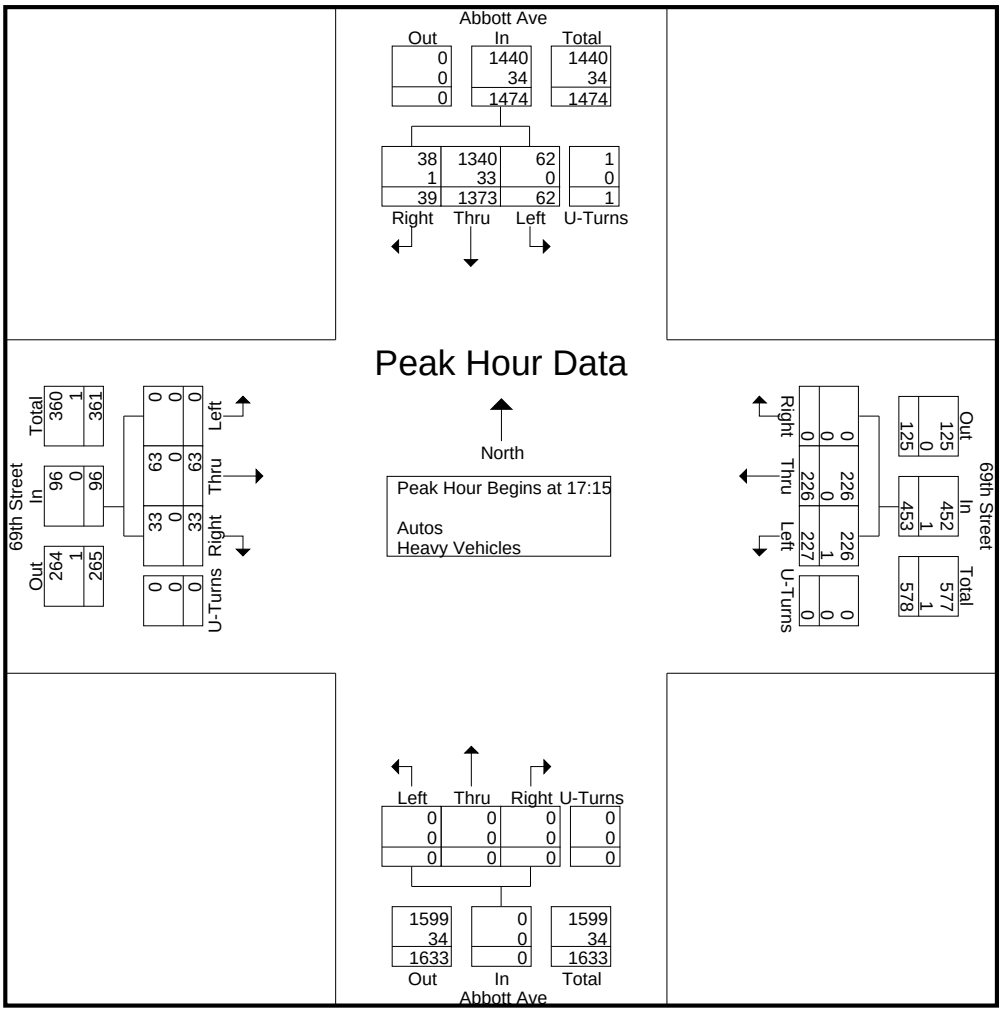
File Name : 1A- Abbott Ave & 69th St
Site Code : 00000000
Start Date : 11/22/2019
Page No : 2



Traf Tech Engineering Inc.

File Name : 1A- Abbott Ave & 69th St
Site Code : 00000000
Start Date : 11/22/2019
Page No : 3

	Abbott Ave From North					69th Street From East					Abbott Ave From South					69th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:15																					
17:15	14	324	8	1	347	0	71	63	0	134	0	0	0	0	0	8	13	0	0	21	502
17:30	5	339	22	0	366	0	59	54	0	113	0	0	0	0	0	11	11	0	0	22	501
17:45	10	322	8	0	340	0	53	55	0	108	0	0	0	0	0	7	22	0	0	29	477
18:00	10	388	24	0	422	0	43	55	0	98	0	0	0	0	0	7	17	0	0	24	544
Total Volume	39	1373	62	1	1475	0	226	227	0	453	0	0	0	0	0	33	63	0	0	96	2024
% App. Total	2.6	93.1	4.2	0.1		0	49.9	50.1	0		0	0	0	0		34.4	65.6	0	0		
PHF	.696	.885	.646	.250	.874	.000	.796	.901	.000	.845	.000	.000	.000	.000	.000	.750	.716	.000	.000	.828	.930
Autos	38	1340																			
% Autos	97.4	97.6	100	100	97.7	0	100	99.6	0	99.8	0	0	0	0	0	100	100	0	0	100	98.3
Heavy Vehicles																					
% Heavy Vehicles	2.6	2.4	0	0	2.3	0	0	0.4	0	0.2	0	0	0	0	0	0	0	0	0	0	1.7



Traf Tech Engineering Inc.

File Name : 1A- Abbott Ave & 69th St
Site Code : 00000000
Start Date : 11/22/2019
Page No : 1

Groups Printed- Peds & Bikes

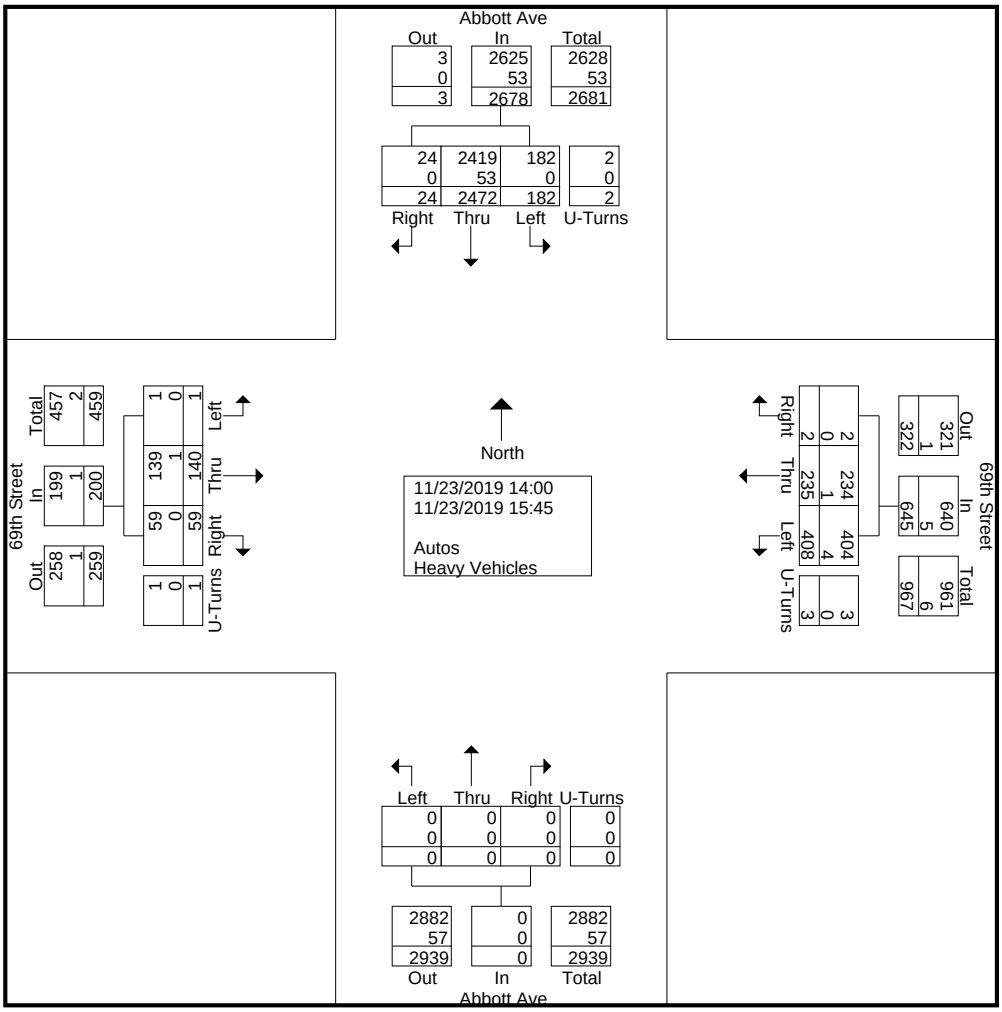
	Abbott Ave From North				69th Street From East				Abbott Ave From South				69th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
16:00	0	0	0	23	1	0	0	8	4	1	0	3	0	0	0	9	49
16:15	6	0	0	30	0	0	0	15	2	0	0	4	2	0	0	10	69
16:30	0	0	0	23	0	0	0	0	0	0	0	0	2	0	0	1	26
16:45	1	0	0	22	0	0	0	2	1	0	0	3	0	0	0	5	34
Total	7	0	0	98	1	0	0	25	7	1	0	10	4	0	0	25	178
17:00	1	0	0	29	2	0	0	7	0	0	0	3	0	0	0	3	45
17:15	0	0	0	23	0	0	0	2	0	0	0	4	0	0	0	4	33
17:30	0	0	0	25	0	0	0	0	0	0	0	2	2	0	0	2	31
17:45	6	0	0	24	0	0	0	8	0	0	0	1	0	0	0	5	44
Total	7	0	0	101	2	0	0	17	0	0	0	10	2	0	0	14	153
18:00	1	0	0	45	0	0	0	6	5	0	0	6	0	0	0	4	67
18:15	0	0	0	27	0	0	0	5	1	0	0	1	1	0	0	4	39
18:30	1	0	0	28	0	0	0	10	0	0	0	5	0	0	0	5	49
18:45	1	0	0	23	0	0	0	5	2	0	0	1	1	0	0	2	35
Total	3	0	0	123	0	0	0	26	8	0	0	13	2	0	0	15	190
Grand Total	17	0	0	322	3	0	0	68	15	1	0	33	8	0	0	54	521
Apprch %	5	0	0	95	4.2	0	0	95.8	30.6	2	0	67.3	12.9	0	0	87.1	
Total %	3.3	0	0	61.8	0.6	0	0	13.1	2.9	0.2	0	6.3	1.5	0	0	10.4	

Traf Tech Engineering Inc.

File Name : 1B- Abbott Ave & 69th St
Site Code : 00000000
Start Date : 11/23/2019
Page No : 1

Groups Printed- Autos - Heavy Vehicles

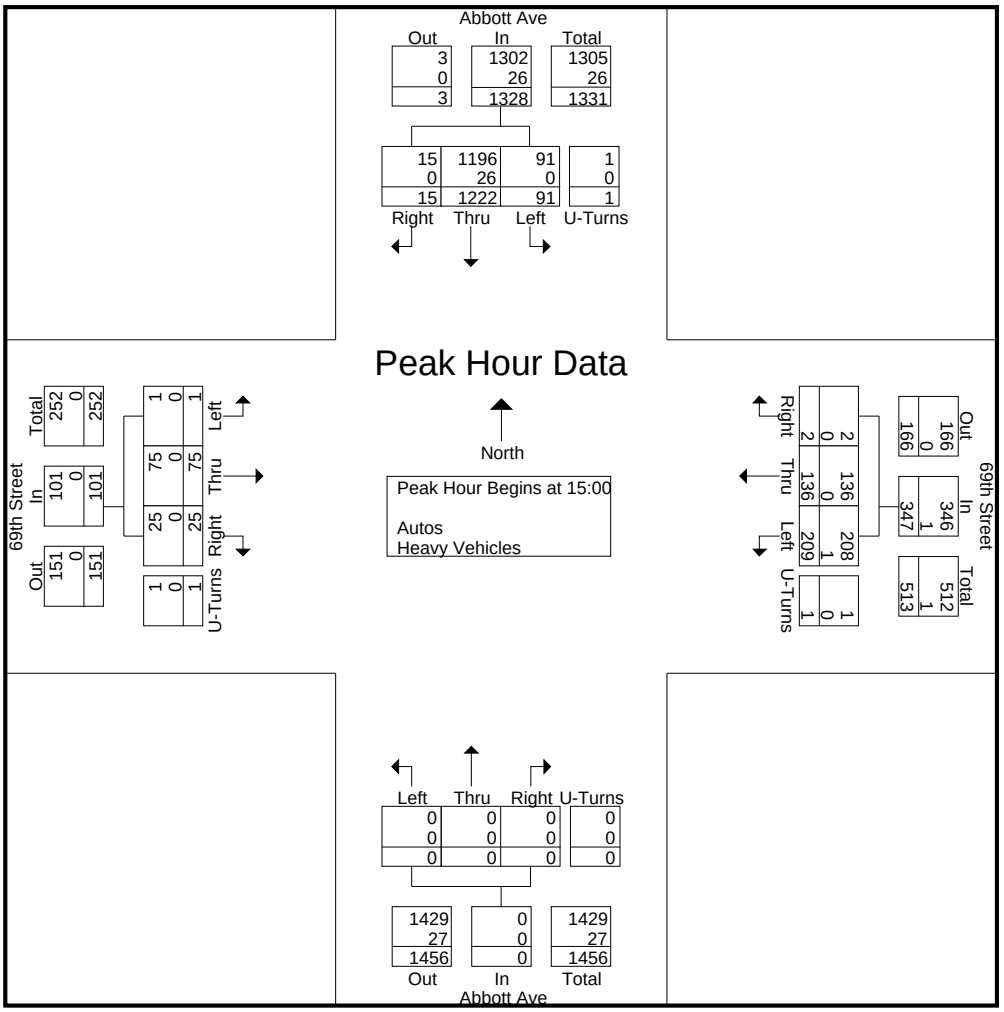
	Abbott Ave From North					69th Street From East					Abbott Ave From South					69th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
14:00	2	328	27	0	357	0	32	40	0	72	0	0	0	0	0	11	13	0	0	24	453
14:15	2	291	25	1	319	0	27	46	2	75	0	0	0	0	0	10	22	0	0	32	426
14:30	1	327	14	0	342	0	18	65	0	83	0	0	0	0	0	10	20	0	0	30	455
14:45	4	304	25	0	333	0	22	48	0	70	0	0	0	0	0	3	10	0	0	13	416
Total	9	1250	91	1	1351	0	99	199	2	300	0	0	0	0	0	34	65	0	0	99	1750
15:00	6	322	17	0	345	0	22	54	1	77	0	0	0	0	0	4	19	1	0	24	446
15:15	4	299	29	0	332	0	35	44	0	79	0	0	0	0	0	7	22	0	0	29	440
15:30	2	300	18	0	320	2	45	53	0	100	0	0	0	0	0	8	16	0	1	25	445
15:45	3	301	27	1	332	0	34	58	0	92	0	0	0	0	0	6	18	0	0	24	448
Total	15	1222	91	1	1329	2	136	209	1	348	0	0	0	0	0	25	75	1	1	102	1779
Grand Total	24	2472	182	2	2680	2	235	408	3	648	0	0	0	0	0	59	140	1	1	201	3529
Apprch %	0.9	92.2	6.8	0.1		0.3	36.3	63	0.5		0	0	0	0		29.4	69.7	0.5	0.5		
Total %	0.7	70	5.2	0.1	75.9	0.1	6.7	11.6	0.1	18.4	0	0	0	0	0	1.7	4	0	0	5.7	
Autos	24	2419																			
% Autos	100	97.9	100	100	98	100	99.6	99	100	99.2	0	0	0	0	0	100	99.3	100	100	99.5	98.3
Heavy Vehicles																					
% Heavy Vehicles	0	2.1	0	0	2	0	0.4	1	0	0.8	0	0	0	0	0	0	0.7	0	0	0.5	1.7



Traf Tech Engineering Inc.

File Name : 1B- Abbott Ave & 69th St
Site Code : 00000000
Start Date : 11/23/2019
Page No : 2

	Abbott Ave From North					69th Street From East					Abbott Ave From South					69th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	6	322	17	0	345	0	22	54	1	77	0	0	0	0	0	4	19	1	0	24	446
15:15	4	299	29	0	332	0	35	44	0	79	0	0	0	0	0	7	22	0	0	29	440
15:30	2	300	18	0	320	2	45	53	0	100	0	0	0	0	0	8	16	0	1	25	445
15:45	3	301	27	1	332	0	34	58	0	92	0	0	0	0	0	6	18	0	0	24	448
Total Volume	15	1222	91	1	1329	2	136	209	1	348	0	0	0	0	0	25	75	1	1	102	1779
% App. Total	1.1	91.9	6.8	0.1		0.6	39.1	60.1	0.3		0	0	0	0		24.5	73.5	1	1		
PHF	.625	.949	.784	.250	.963	.250	.756	.901	.250	.870	.000	.000	.000	.000	.000	.781	.852	.250	.250	.879	.993
Autos	15	1196																			
% Autos	100	97.9	100	100	98.0	100	100	99.5	100	99.7	0	0	0	0	0	100	100	100	100	100	98.5
Heavy Vehicles																					
% Heavy Vehicles	0	2.1	0	0	2.0	0	0	0.5	0	0.3	0	0	0	0	0	0	0	0	0	0	1.5



Traf Tech Engineering Inc.

File Name : 1B- Abbott Ave & 69th St
Site Code : 00000000
Start Date : 11/23/2019
Page No : 1

Groups Printed- Peds & Bikes

	Abbott Ave From North				69th Street From East				Abbott Ave From South				69th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
14:00	2	0	0	23	0	0	0	3	1	0	0	1	3	0	0	9	42
14:15	0	0	0	34	1	0	0	3	0	0	0	0	0	0	0	4	42
14:30	1	0	0	5	0	0	0	5	2	0	0	3	1	0	0	2	19
14:45	4	0	0	11	0	0	0	2	1	0	0	5	2	0	0	1	26
Total	7	0	0	73	1	0	0	13	4	0	0	9	6	0	0	16	129
15:00	1	0	0	15	0	0	0	9	0	0	0	2	3	0	0	7	37
15:15	0	0	0	19	0	0	0	5	0	0	0	2	1	0	0	6	33
15:30	0	0	0	28	0	0	0	5	0	0	0	0	2	0	0	2	37
15:45	0	0	0	19	0	0	0	6	2	0	0	2	0	0	0	0	29
Total	1	0	0	81	0	0	0	25	2	0	0	6	6	0	0	15	136
Grand Total	8	0	0	154	1	0	0	38	6	0	0	15	12	0	0	31	265
Apprch %	4.9	0	0	95.1	2.6	0	0	97.4	28.6	0	0	71.4	27.9	0	0	72.1	
Total %	3	0	0	58.1	0.4	0	0	14.3	2.3	0	0	5.7	4.5	0	0	11.7	

Traf Tech Engineering Inc.

File Name : 2A- Harding Ave & 69th St
Site Code : 00000000
Start Date : 11/22/2019
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Groups Printed- Autos - Heavy Vehicles

	Harding Ave From North					69th Street From East					Harding Ave From South					69th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
16:00	14	0	6	0	20	10	37	0	0	47	9	44	27	0	80	0	36	2	0	38	185
16:15	11	0	6	0	17	5	46	0	0	51	16	97	41	1	155	0	48	4	0	52	275
16:30	13	0	8	0	21	15	30	0	0	45	23	101	58	1	183	0	29	2	0	31	280
16:45	12	0	8	0	20	13	49	0	0	62	33	66	55	1	155	0	41	7	0	48	285
Total	50	0	28	0	78	43	162	0	0	205	81	308	181	3	573	0	154	15	0	169	1025
17:00	8	0	4	2	14	15	34	0	0	49	12	86	58	4	160	0	38	2	0	40	263
17:15	14	0	5	0	19	14	47	0	0	61	18	99	74	0	191	0	21	0	0	21	292
17:30	10	0	6	0	16	11	33	0	1	45	35	84	65	0	184	0	29	0	0	29	274
17:45	5	0	5	0	10	16	43	0	0	59	21	67	46	0	134	0	27	3	0	30	233
Total	37	0	20	2	59	56	157	0	1	214	86	336	243	4	669	0	115	5	0	120	1062
18:00	5	0	10	0	15	8	48	0	0	56	18	93	34	3	148	0	38	0	0	38	257
18:15	12	0	7	0	19	8	48	0	0	56	10	60	35	0	105	1	35	1	0	37	217
18:30	10	0	2	0	12	10	39	0	0	49	17	66	37	4	124	0	29	1	1	31	216
18:45	5	0	4	1	10	9	43	0	1	53	10	58	33	1	102	0	36	6	0	42	207
Total	32	0	23	1	56	35	178	0	1	214	55	277	139	8	479	1	138	8	1	148	897
Grand Total	119	0	71	3	193	134	497	0	2	633	222	921	563	15	1721	1	407	28	1	437	2984
Apprch %	61.7	0	36.8	1.6		21.2	78.5	0	0.3		12.9	53.5	32.7	0.9		0.2	93.1	6.4	0.2		
Total %	4	0	2.4	0.1	6.5	4.5	16.7	0	0.1	21.2	7.4	30.9	18.9	0.5	57.7	0	13.6	0.9	0	14.6	
Autos	117	0	70	3	190	134	496	0	2	632	220	917	562	15	1714	1	405	28	1	435	2971
% Autos	98.3	0	98.6	100	98.4	100	99.8	0	100	99.8	99.1	99.6	99.8	100	99.6	100	99.5	100	100	99.5	99.6
Heavy Vehicles																					
% Heavy Vehicles	1.7	0	1.4	0	1.6	0	0.2	0	0	0.2	0.9	0.4	0.2	0	0.4	0	0.5	0	0	0.5	0.4

Traf Tech Engineering Inc.

File Name : 2A- Harding Ave & 69th St
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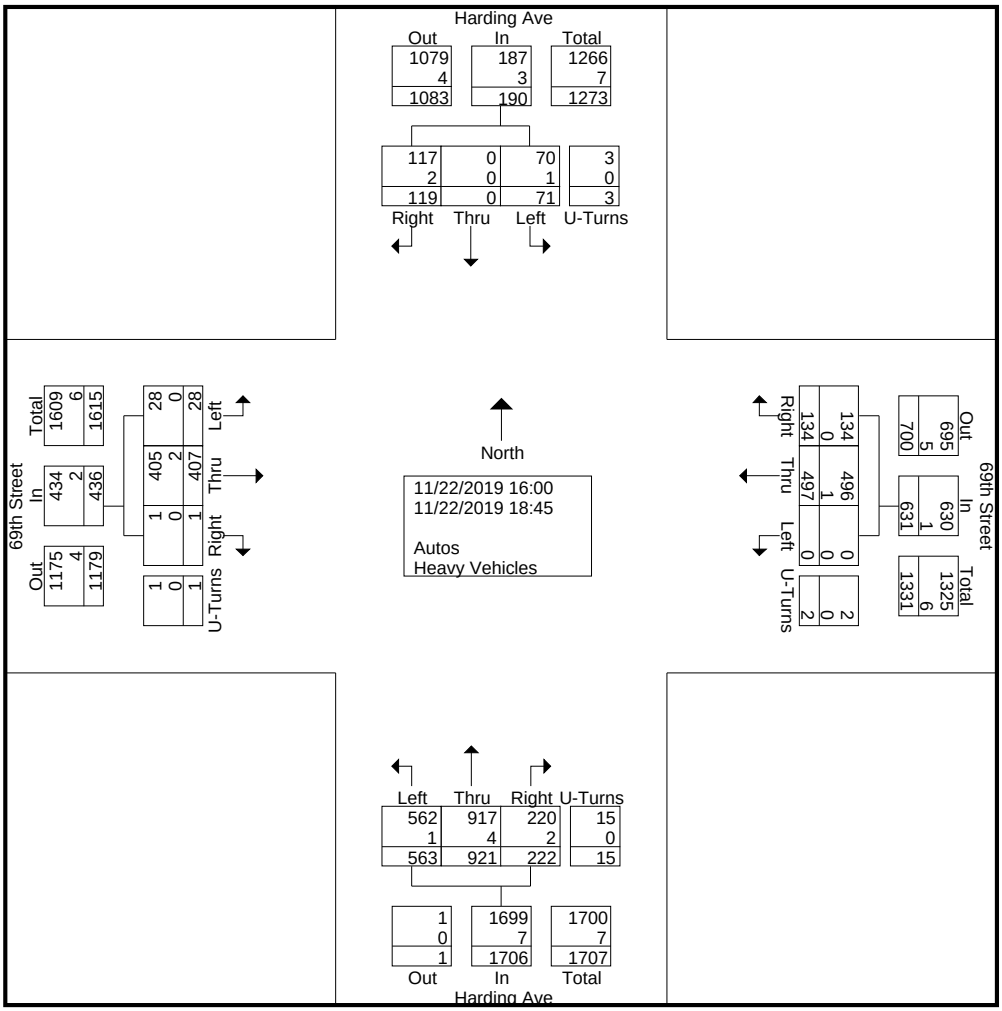

Traf Tech Engineering Inc.

File Name : 2A- Harding Ave & 69th St
Site Code : 00000000
Start Date : 11/22/2019
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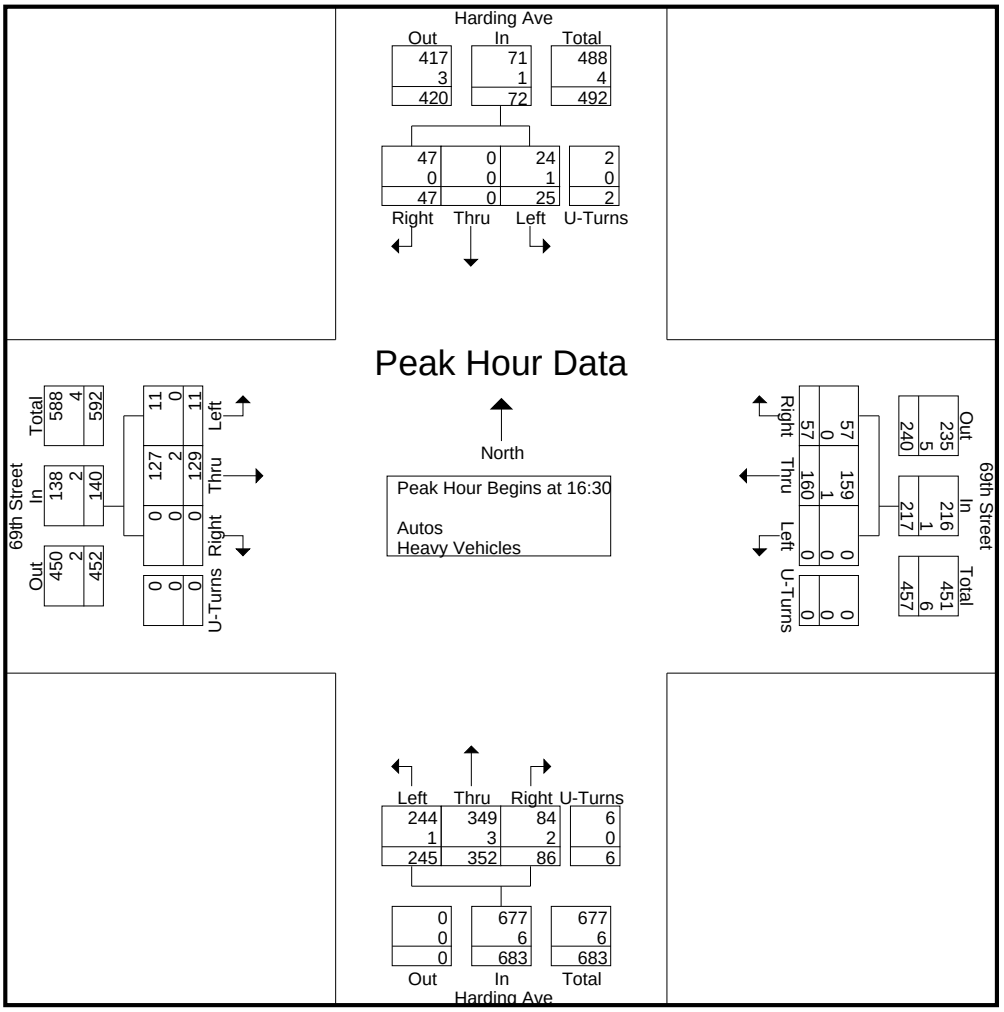
	Harding Ave From North					69th Street From East					Harding Ave From South					69th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	13	0	8	0	21	15	30	0	0	45	23	101	58	1	183	0	29	2	0	31	280
16:45	12	0	8	0	20	13	49	0	0	62	33	66	55	1	155	0	41	7	0	48	285
17:00	8	0	4	2	14	15	34	0	0	49	12	86	58	4	160	0	38	2	0	40	263
17:15	14	0	5	0	19	14	47	0	0	61	18	99	74	0	191	0	21	0	0	21	292
Total Volume	47	0	25	2	74	57	160	0	0	217	86	352	245	6	689	0	129	11	0	140	1120
% App. Total	63.5	0	33.8	2.7		26.3	73.7	0	0		12.5	51.1	35.6	0.9		0	92.1	7.9	0		
PHF	.839	.000	.781	.250	.881	.950	.816	.000	.000	.875	.652	.871	.828	.375	.902	.000	.787	.393	.000	.729	.959
Autos	47	0	24	2	73	57	159	0	0	216	84	349	244	6	683	0	127	11	0	138	1110
% Autos	100	0	96.0	100	98.6	100	99.4	0	0	99.5	97.7	99.1	99.6	100	99.1	0	98.4	100	0	98.6	99.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	4.0	0	1.4	0	0.6	0	0	0.5	2.3	0.9	0.4	0	0.9	0	1.6	0	0	1.4	0.9



Traf Tech Engineering Inc.

File Name : 2A- Harding Ave & 69th St
Site Code : 00000000
Start Date : 11/22/2019
Page No : 1

Groups Printed- Peds & Bikes

	Harding Ave From North				69th Street From East				Harding Ave From South				69th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
16:00	3	0	0	8	0	0	0	3	4	3	0	24	0	0	0	1	46
16:15	3	0	0	8	1	0	0	6	1	0	0	17	1	0	0	3	40
16:30	2	0	0	16	2	0	0	23	1	0	0	16	0	0	0	2	62
16:45	0	0	0	9	0	0	0	5	2	0	0	11	0	0	0	3	30
Total	8	0	0	41	3	0	0	37	8	3	0	68	1	0	0	9	178
17:00	1	0	0	15	1	0	0	14	1	0	0	20	0	0	0	5	57
17:15	0	0	0	14	1	0	0	10	0	0	0	19	0	0	0	3	47
17:30	0	0	0	15	1	0	0	7	0	0	0	23	0	0	0	3	49
17:45	3	0	0	10	0	0	0	6	0	0	0	19	0	0	0	4	42
Total	4	0	0	54	3	0	0	37	1	0	0	81	0	0	0	15	195
18:00	0	0	0	7	0	0	0	5	2	0	0	24	0	0	0	6	44
18:15	0	0	0	20	0	0	0	7	1	0	0	22	1	0	0	3	54
18:30	1	0	0	6	0	0	0	4	1	0	0	19	0	0	0	1	32
18:45	1	0	0	10	1	0	0	2	2	0	0	30	0	0	0	6	52
Total	2	0	0	43	1	0	0	18	6	0	0	95	1	0	0	16	182
Grand Total	14	0	0	138	7	0	0	92	15	3	0	244	2	0	0	40	555
Apprch %	9.2	0	0	90.8	7.1	0	0	92.9	5.7	1.1	0	93.1	4.8	0	0	95.2	
Total %	2.5	0	0	24.9	1.3	0	0	16.6	2.7	0.5	0	44	0.4	0	0	7.2	

Traf Tech Engineering Inc.

File Name : 2B- Harding Ave & 69th St
Site Code : 00000000
Start Date : 11/23/2019
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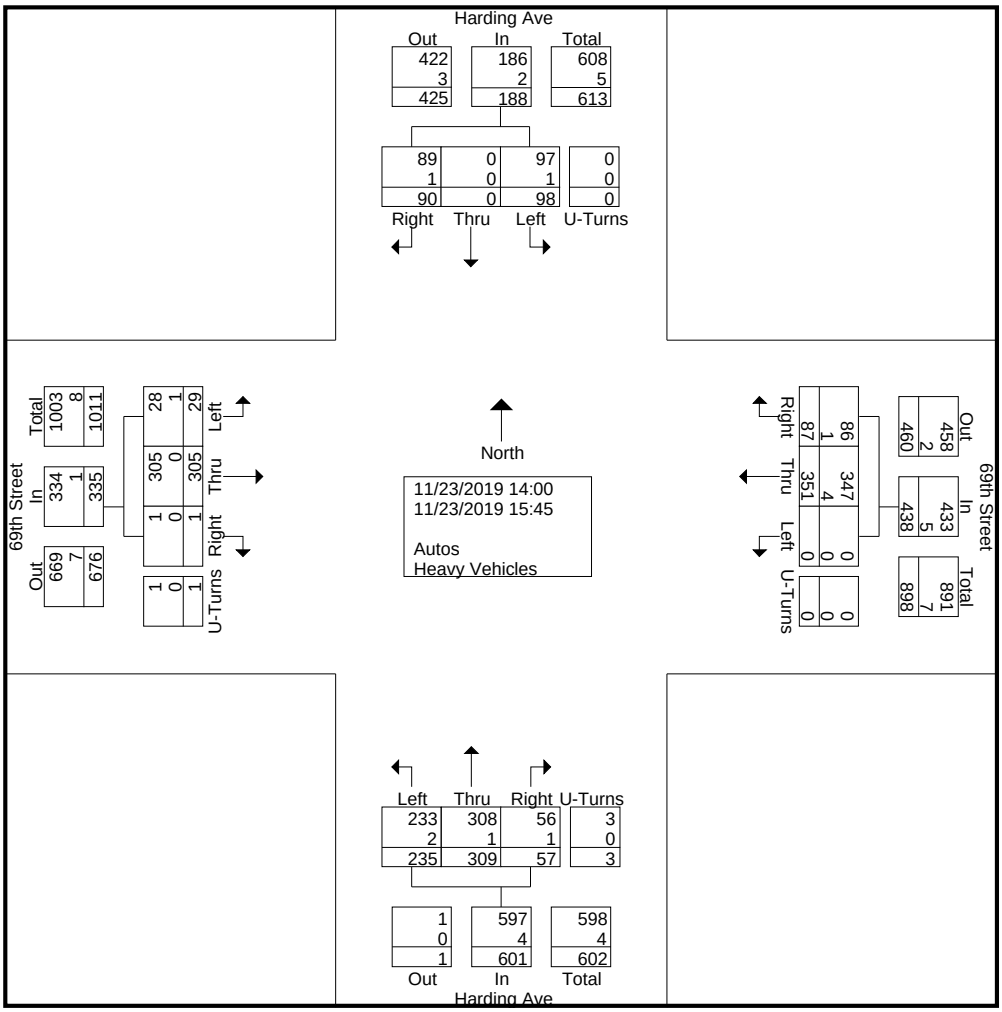
Groups Printed- Autos - Heavy Vehicles

	Harding Ave From North					69th Street From East					Harding Ave From South					69th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
14:00	11	0	9	0	20	11	37	0	0	48	3	34	25	1	63	0	42	4	0	46	177
14:15	12	0	11	0	23	11	38	0	0	49	9	31	25	0	65	0	48	0	0	48	185
14:30	18	0	17	0	35	16	68	0	0	84	9	42	31	0	82	0	29	6	0	35	236
14:45	6	0	12	0	18	10	43	0	0	53	11	38	27	1	77	1	27	4	0	32	180
Total	47	0	49	0	96	48	186	0	0	234	32	145	108	2	287	1	146	14	0	161	778
15:00	10	0	12	0	22	14	35	0	0	49	5	31	30	1	67	0	34	3	0	37	175
15:15	12	0	13	0	25	5	43	0	0	48	6	32	33	0	71	0	46	5	0	51	195
15:30	8	0	12	0	20	11	46	0	0	57	8	43	29	0	80	0	36	3	1	40	197
15:45	13	0	12	0	25	9	41	0	0	50	6	58	35	0	99	0	43	4	0	47	221
Total	43	0	49	0	92	39	165	0	0	204	25	164	127	1	317	0	159	15	1	175	788
Grand Total	90	0	98	0	188	87	351	0	0	438	57	309	235	3	604	1	305	29	1	336	1566
Apprch %	47.9	0	52.1	0		19.9	80.1	0	0		9.4	51.2	38.9	0.5		0.3	90.8	8.6	0.3		
Total %	5.7	0	6.3	0	12	5.6	22.4	0	0	28	3.6	19.7	15	0.2	38.6	0.1	19.5	1.9	0.1	21.5	
Autos	89	0	97	0	186	86	347	0	0	433	56	308	233	3	600	1	305	28	1	335	1554
% Autos	98.9	0	99	0	98.9	98.9	98.9	0	0	98.9	98.2	99.7	99.1	100	99.3	100	100	96.6	100	99.7	99.2
Heavy Vehicles																					
% Heavy Vehicles	1.1	0	1	0	1.1	1.1	1.1	0	0	1.1	1.8	0.3	0.9	0	0.7	0	0	3.4	0	0.3	0.8



Traf Tech Engineering Inc.

File Name : 2B- Harding Ave & 69th St
Site Code : 00000000
Start Date : 11/23/2019
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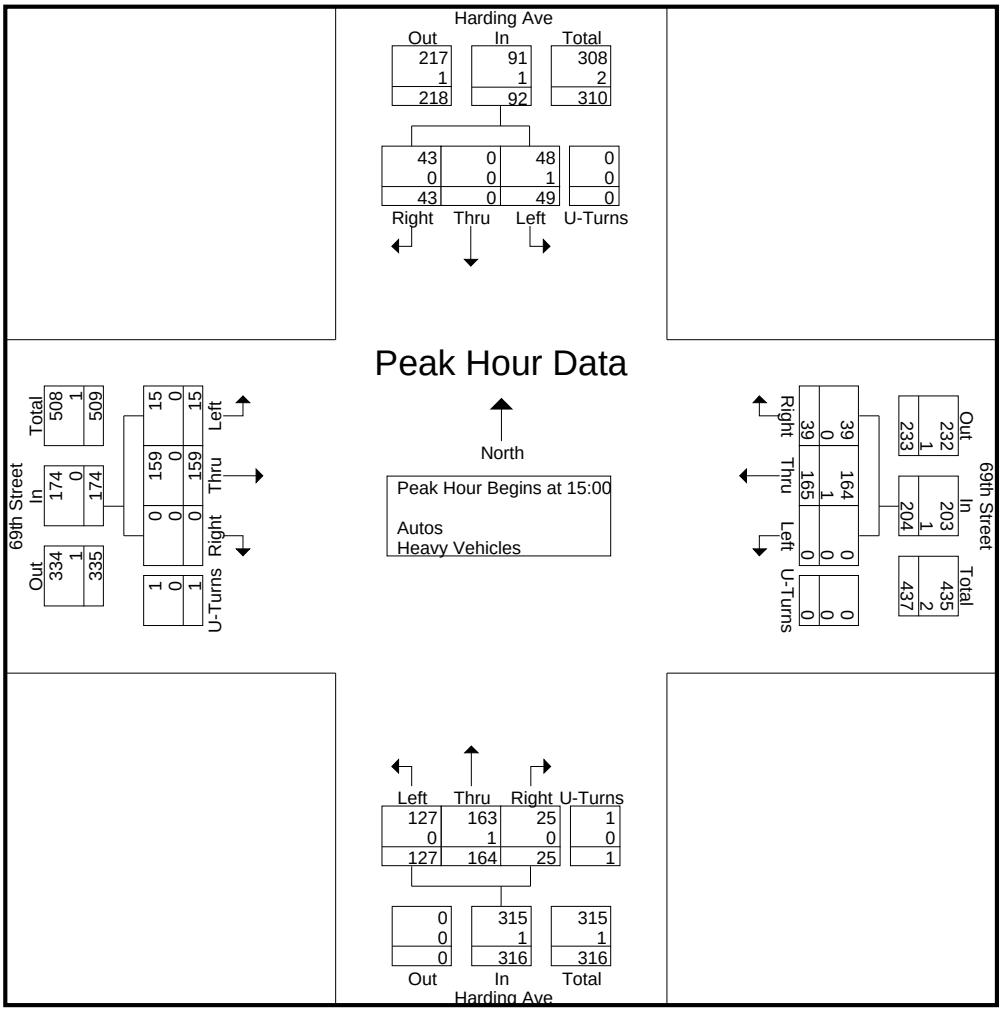
	Harding Ave From North					69th Street From East					Harding Ave From South					69th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	10	0	12	0	22	14	35	0	0	49	5	31	30	1	67	0	34	3	0	37	175
15:15	12	0	13	0	25	5	43	0	0	48	6	32	33	0	71	0	46	5	0	51	195
15:30	8	0	12	0	20	11	46	0	0	57	8	43	29	0	80	0	36	3	1	40	197
15:45	13	0	12	0	25	9	41	0	0	50	6	58	35	0	99	0	43	4	0	47	221
Total Volume	43	0	49	0	92	39	165	0	0	204	25	164	127	1	317	0	159	15	1	175	788
% App. Total	46.7	0	53.3	0		19.1	80.9	0	0		7.9	51.7	40.1	0.3		0	90.9	8.6	0.6		
PHF	.827	.000	.942	.000	.920	.696	.897	.000	.000	.895	.781	.707	.907	.250	.801	.000	.864	.750	.250	.858	.891
Autos	43	0	48	0	91	39	164	0	0	203	25	163	127	1	316	0	159	15	1	175	785
% Autos	100	0	98.0	0	98.9	100	99.4	0	0	99.5	100	99.4	100	100	99.7	0	100	100	100	100	99.6
Heavy Vehicles																					
% Heavy Vehicles	0	0	2.0	0	1.1	0	0.6	0	0	0.5	0	0.6	0	0	0.3	0	0	0	0	0	0.4



Traf Tech Engineering Inc.

File Name : 2B- Harding Ave & 69th St
Site Code : 00000000
Start Date : 11/23/2019
Page No : 1

Groups Printed- Peds & Bikes

	Harding Ave From North				69th Street From East				Harding Ave From South				69th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
14:00	1	0	0	18	0	0	0	5	2	0	0	19	0	0	0	2	47
14:15	1	0	0	15	1	0	0	9	0	0	0	12	0	0	0	6	44
14:30	1	0	0	15	1	0	0	8	3	0	0	17	0	0	0	4	49
14:45	0	0	0	17	0	0	0	7	2	0	0	24	0	0	0	9	59
Total	3	0	0	65	2	0	0	29	7	0	0	72	0	0	0	21	199
15:00	0	0	0	10	1	0	0	1	0	0	0	15	0	0	0	4	31
15:15	0	0	0	5	1	0	0	4	1	0	0	14	0	0	0	5	30
15:30	1	0	0	11	0	0	0	6	0	0	0	16	0	0	0	4	38
15:45	0	0	0	0	0	0	0	0	2	0	0	19	1	0	0	8	30
Total	1	0	0	26	2	0	0	11	3	0	0	64	1	0	0	21	129
Grand Total	4	0	0	91	4	0	0	40	10	0	0	136	1	0	0	42	328
Apprch %	4.2	0	0	95.8	9.1	0	0	90.9	6.8	0	0	93.2	2.3	0	0	97.7	
Total %	1.2	0	0	27.7	1.2	0	0	12.2	3	0	0	41.5	0.3	0	0	12.8	

Traf Tech Engineering Inc.

File Name : 3A- Collins Ave & 69th St
Site Code : 00000000
Start Date : 11/22/2019
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Collins Ave From North					69th Street From East					Collins Ave From South					69th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
16:00	0	0	0	0	0	2	9	0	0	11	4	378	28	1	411	0	5	30	2	37	459
16:15	0	0	0	0	0	4	5	0	0	9	3	470	30	3	506	0	6	48	0	54	569
16:30	0	0	0	0	0	9	2	0	0	11	3	454	31	3	491	0	1	53	1	55	557
16:45	0	0	0	0	0	1	4	0	0	5	2	456	36	7	501	0	5	57	0	62	568
Total	0	0	0	0	0	16	20	0	0	36	12	1758	125	14	1909	0	17	188	3	208	2153
17:00	0	0	0	0	0	4	8	0	0	12	0	417	31	4	452	0	0	39	0	39	503
17:15	0	0	0	0	0	1	4	0	0	5	0	400	28	3	431	0	0	37	0	37	473
17:30	0	0	0	0	0	5	1	0	0	6	0	551	27	3	581	0	5	57	0	62	649
17:45	0	0	0	0	0	6	7	0	0	13	5	392	27	0	424	0	0	47	1	48	485
Total	0	0	0	0	0	16	20	0	0	36	5	1760	113	10	1888	0	5	180	1	186	2110
18:00	0	0	1	0	1	4	13	0	0	17	3	419	25	2	449	0	2	36	1	39	506
18:15	0	0	0	0	0	1	8	0	1	10	1	343	20	2	366	0	3	38	0	41	417
18:30	0	0	0	0	0	3	5	0	0	8	6	448	20	2	476	0	5	41	1	47	531
18:45	0	0	0	0	0	5	4	0	0	9	1	314	31	0	346	0	1	37	1	39	394
Total	0	0	1	0	1	13	30	0	1	44	11	1524	96	6	1637	0	11	152	3	166	1848
Grand Total	0	0	1	0	1	45	70	0	1	116	28	5042	334	30	5434	0	33	520	7	560	6111
Apprch %	0	0	100	0		38.8	60.3	0	0.9		0.5	92.8	6.1	0.6		0	5.9	92.9	1.2		
Total %	0	0	0	0	0	0.7	1.1	0	0	1.9	0.5	82.5	5.5	0.5	88.9	0	0.5	8.5	0.1	9.2	
Autos	0	0	1	0	1	45	70	0	1	116	28	4924									
% Autos	0	0	100	0	100	100	100	0	100	100	100	97.7	100	100	97.8	0	100	99.2	100	99.3	98
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2.3	0	0	2.2	0	0	0.8	0	0.7	2

Traf Tech Engineering Inc.

File Name : 3A- Collins Ave & 69th St
Site Code : 00000000
Start Date : 11/22/2019
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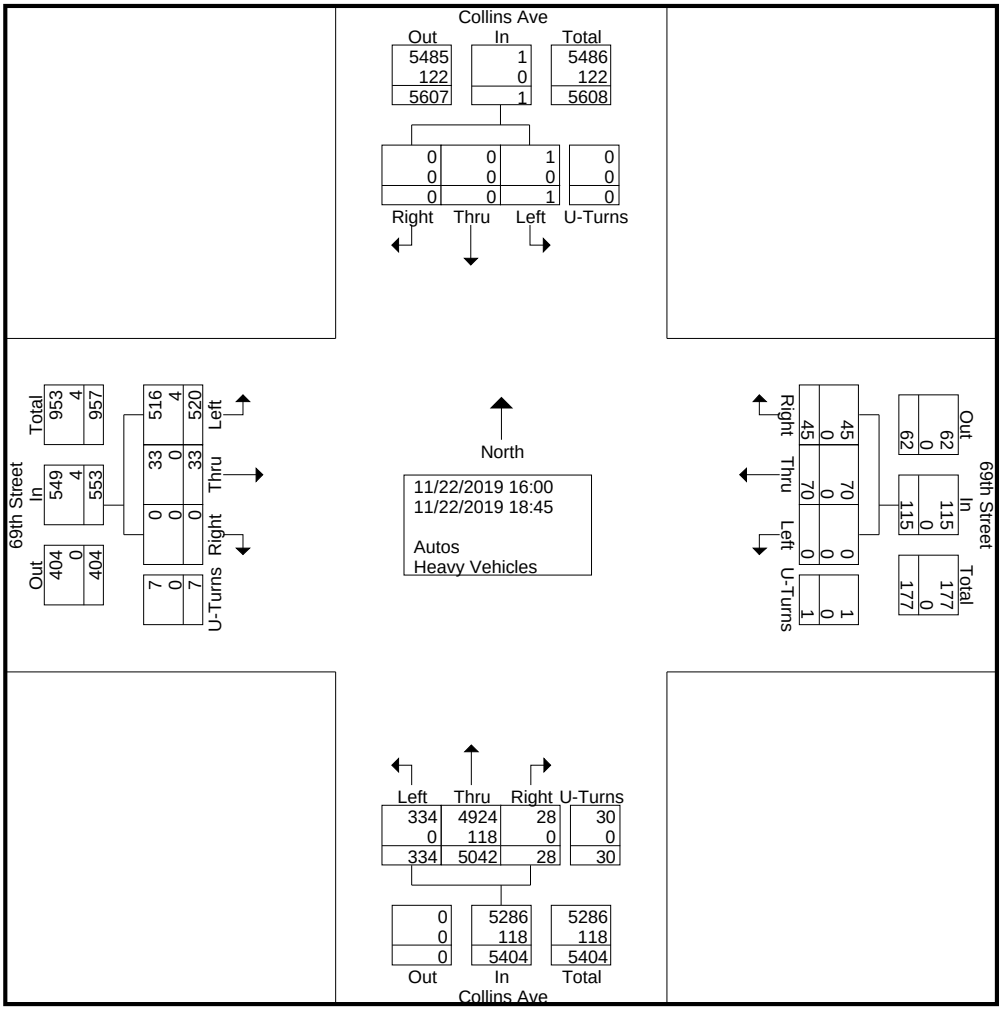
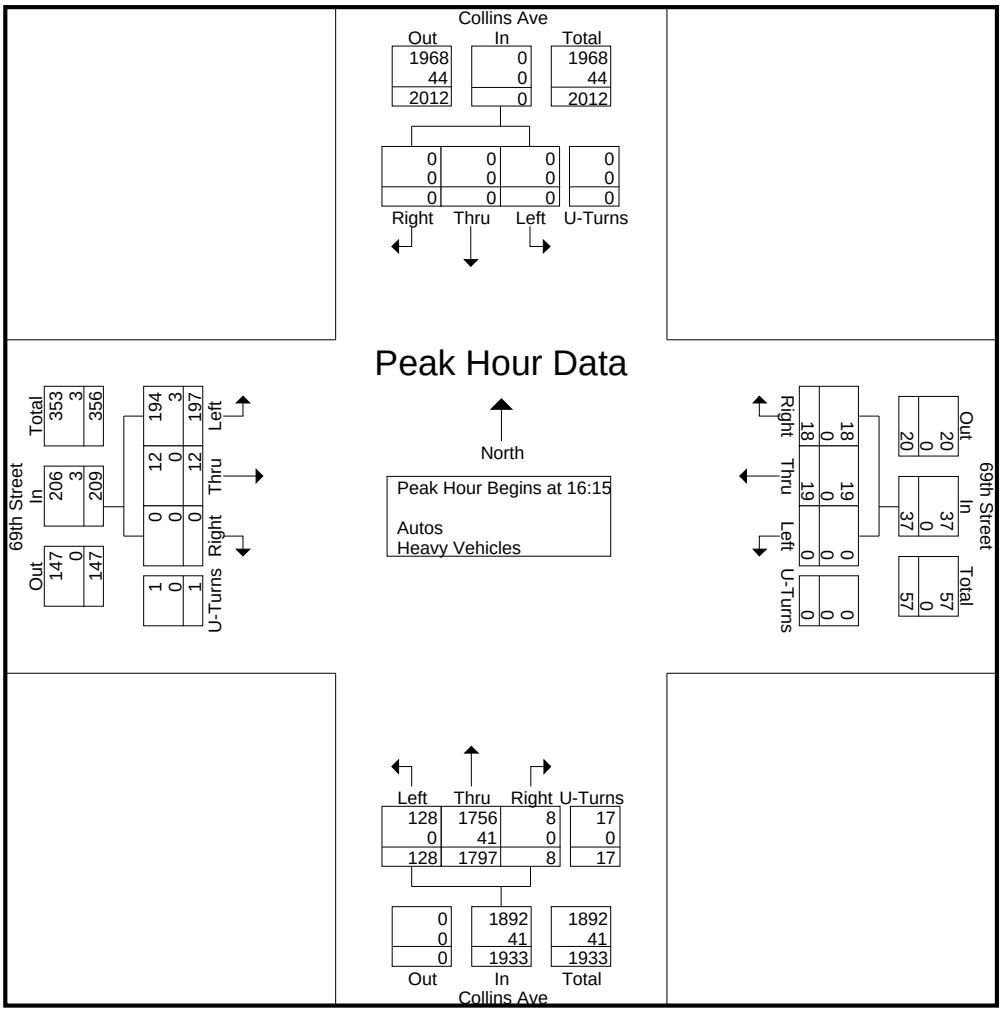


Traf Tech Engineering Inc.

File Name : 3A- Collins Ave & 69th St
Site Code : 00000000
Start Date : 11/22/2019
Page No : 3

	Collins Ave From North					69th Street From East					Collins Ave From South					69th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	4	5	0	0	9	3	470	30	3	506	0	6	48	0	54	569
16:30	0	0	0	0	0	9	2	0	0	11	3	454	31	3	491	0	1	53	1	55	557
16:45	0	0	0	0	0	1	4	0	0	5	2	456	36	7	501	0	5	57	0	62	568
17:00	0	0	0	0	0	4	8	0	0	12	0	417	31	4	452	0	0	39	0	39	503
Total Volume	0	0	0	0	0	18	19	0	0	37	8	1797	128	17	1950	0	12	197	1	210	2197
% App. Total	0	0	0	0		48.6	51.4	0	0		0.4	92.2	6.6	0.9		0	5.7	93.8	0.5		
PHF	.000	.000	.000	.000	.000	.500	.594	.000	.000	.771	.667	.956	.889	.607	.963	.000	.500	.864	.250	.847	.965
Autos	0	0	0	0	0	18	19	0	0	37	8	1756									
% Autos	0	0	0	0	0	100	100	0	0	100	100	97.7	100	100	97.9	0	100	98.5	100	98.6	98.0
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2.3	0	0	2.1	0	0	1.5	0	1.4	2.0



Traf Tech Engineering Inc.

File Name : 3A- Collins Ave & 69th St
Site Code : 00000000
Start Date : 11/22/2019
Page No : 1

Groups Printed- Peds & Bikes

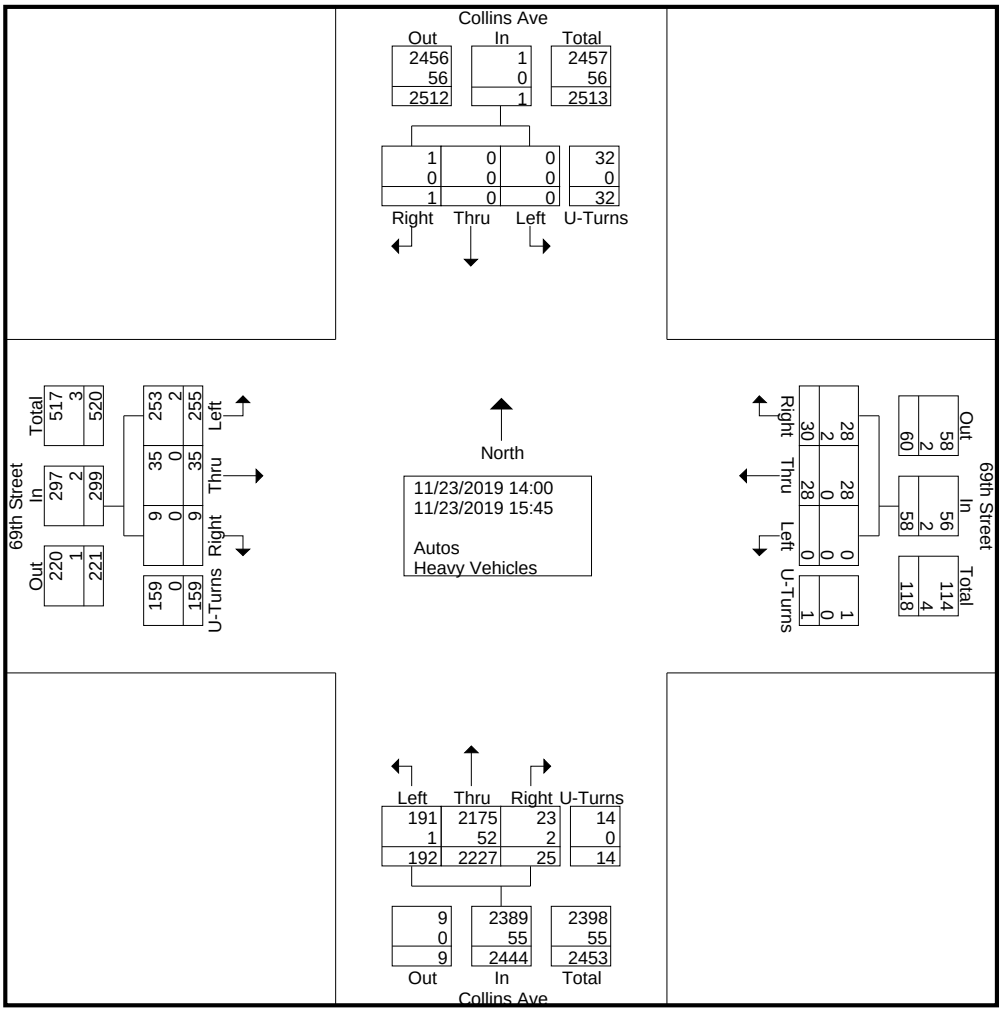
	Collins Ave From North				69th Street From East				Collins Ave From South				69th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
16:00	0	0	0	8	2	0	0	24	2	0	0	17	0	0	0	31	84
16:15	0	0	0	5	0	0	0	9	1	0	0	25	0	0	0	37	77
16:30	0	0	0	12	0	0	0	8	4	0	0	21	1	0	0	34	80
16:45	0	0	0	9	1	0	0	11	0	0	0	29	1	0	0	22	73
Total	0	0	0	34	3	0	0	52	7	0	0	92	2	0	0	124	314
17:00	0	0	0	8	1	0	0	18	1	0	0	38	1	0	0	35	102
17:15	0	0	0	6	1	0	0	20	1	0	0	36	0	0	0	43	107
17:30	2	0	0	9	3	0	0	8	2	0	0	29	2	0	0	42	97
17:45	1	0	0	2	2	0	0	8	2	0	0	33	0	0	0	37	85
Total	3	0	0	25	7	0	0	54	6	0	0	136	3	0	0	157	391
18:00	2	0	0	2	0	0	0	6	0	0	0	27	0	0	0	45	82
18:15	0	0	0	4	3	0	0	21	5	0	0	41	0	0	0	49	123
18:30	0	0	0	1	1	0	0	17	1	0	0	20	3	0	0	52	95
18:45	0	0	0	13	1	0	0	22	1	0	0	15	0	0	0	36	88
Total	2	0	0	20	5	0	0	66	7	0	0	103	3	0	0	182	388
Grand Total	5	0	0	79	15	0	0	172	20	0	0	331	8	0	0	463	1093
Apprch %	6	0	0	94	8	0	0	92	5.7	0	0	94.3	1.7	0	0	98.3	
Total %	0.5	0	0	7.2	1.4	0	0	15.7	1.8	0	0	30.3	0.7	0	0	42.4	

Traf Tech Engineering Inc.

File Name : 3B- Collins Ave & 69th St
Site Code : 00000000
Start Date : 11/23/2019
Page No : 1

Groups Printed- Autos - Heavy Vehicles

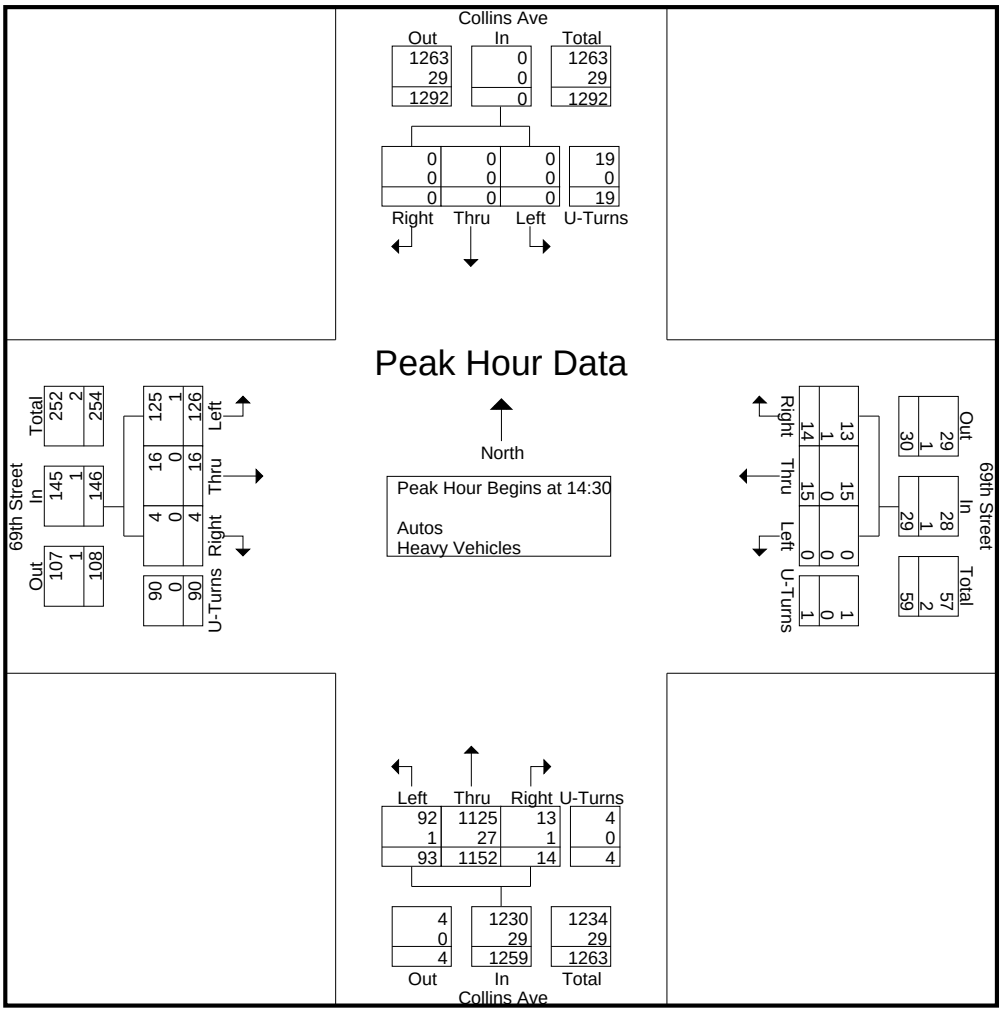
	Collins Ave From North					69th Street From East					Collins Ave From South					69th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
14:00	0	0	0	7	7	4	3	0	0	7	3	276	21	1	301	2	3	36	21	62	377
14:15	1	0	0	2	3	4	1	0	0	5	4	251	24	5	284	0	8	41	18	67	359
14:30	0	0	0	3	3	3	2	0	0	5	3	264	26	2	295	1	3	26	25	55	358
14:45	0	0	0	6	6	5	5	0	1	11	6	276	9	0	291	1	3	34	24	62	370
Total	1	0	0	18	19	16	11	0	1	28	16	1067	80	8	1171	4	17	137	88	246	1464
15:00	0	0	0	8	8	3	5	0	0	8	3	304	31	0	338	2	6	36	21	65	419
15:15	0	0	0	2	2	3	3	0	0	6	2	308	27	2	339	0	4	30	20	54	401
15:30	0	0	0	2	2	6	5	0	0	11	3	251	24	3	281	3	4	23	6	36	330
15:45	0	0	0	2	2	2	4	0	0	6	1	297	30	1	329	0	4	29	24	57	394
Total	0	0	0	14	14	14	17	0	0	31	9	1160	112	6	1287	5	18	118	71	212	1544
Grand Total	1	0	0	32	33	30	28	0	1	59	25	2227	192	14	2458	9	35	255	159	458	3008
Apprch %	3	0	0	97		50.8	47.5	0	1.7		1	90.6	7.8	0.6		2	7.6	55.7	34.7		
Total %	0	0	0	1.1	1.1	1	0.9	0	0	2	0.8	74	6.4	0.5	81.7	0.3	1.2	8.5	5.3	15.2	
Autos	1	0	0	32	33	28	28	0	1	57	23	2175									
% Autos	100	0	0	100	100	93.3	100	0	100	96.6	92	97.7	99.5	100	97.8	100	100	99.2	100	99.6	98
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	6.7	0	0	0	3.4	8	2.3	0.5	0	2.2	0	0	0.8	0	0.4	2



Traf Tech Engineering Inc.

File Name : 3B- Collins Ave & 69th St
Site Code : 00000000
Start Date : 11/23/2019
Page No : 2

	Collins Ave From North					69th Street From East					Collins Ave From South					69th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:30																					
14:30	0	0	0	3	3	3	2	0	0	5	3	264	26	2	295	1	3	26	25	55	358
14:45	0	0	0	6	6	5	5	0	1	11	6	276	9	0	291	1	3	34	24	62	370
15:00	0	0	0	8	8	3	5	0	0	8	3	304	31	0	338	2	6	36	21	65	419
15:15	0	0	0	2	2	3	3	0	0	6	2	308	27	2	339	0	4	30	20	54	401
Total Volume	0	0	0	19	19	14	15	0	1	30	14	1152	93	4	1263	4	16	126	90	236	1548
% App. Total	0	0	0	100		46.7	50	0	3.3		1.1	91.2	7.4	0.3		1.7	6.8	53.4	38.1		
PHF	.000	.000	.000	.594	.594	.700	.750	.000	.250	.682	.583	.935	.750	.500	.931	.500	.667	.875	.900	.908	.924
Autos	0	0	0	19	19	13	15	0	1	29	13	1125									
% Autos	0	0	0	100	100	92.9	100	0	100	96.7	92.9	97.7	98.9	100	97.7	100	100	99.2	100	99.6	98.0
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	7.1	0	0	0	3.3	7.1	2.3	1.1	0	2.3	0	0	0.8	0	0.4	2.0



Traf Tech Engineering Inc.

File Name : 3B- Collins Ave & 69th St
Site Code : 00000000
Start Date : 11/23/2019
Page No : 1

Groups Printed- Peds & Bikes

	Collins Ave From North				69th Street From East				Collins Ave From South				69th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
14:00	0	0	0	7	1	0	0	18	3	0	0	37	0	0	0	30	96
14:15	0	0	0	7	2	0	0	8	1	0	0	17	0	0	0	23	58
14:30	0	0	0	1	1	0	0	6	1	0	0	25	1	0	0	28	63
14:45	2	0	0	2	3	0	0	18	1	0	0	16	3	0	0	12	57
Total	2	0	0	17	7	0	0	50	6	0	0	95	4	0	0	93	274
15:00	0	0	0	2	2	0	0	9	1	0	0	28	0	0	0	10	52
15:15	0	0	0	6	0	0	0	11	2	0	0	19	0	0	0	24	62
15:30	0	0	0	4	3	0	0	11	5	0	0	23	0	0	0	10	56
15:45	0	0	0	4	2	0	0	17	0	0	0	20	0	0	0	25	68
Total	0	0	0	16	7	0	0	48	8	0	0	90	0	0	0	69	238
Grand Total	2	0	0	33	14	0	0	98	14	0	0	185	4	0	0	162	512
Apprch %	5.7	0	0	94.3	12.5	0	0	87.5	7	0	0	93	2.4	0	0	97.6	
Total %	0.4	0	0	6.4	2.7	0	0	19.1	2.7	0	0	36.1	0.8	0	0	31.6	

Traf Tech Engineering Inc.

File Name : 4A- Indian Creek Dr & Abbott Ave
Site Code : 00000000
Start Date : 11/22/2019
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Indian Creek Dr From North					Abbott Ave From East					Indian Creek Dr From South					Abbott Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
16:00	1	174	0	0	175	0	402	0	0	402	0	220	0	0	220	0	0	0	0	0	797
16:15	2	145	0	0	147	2	383	0	0	385	0	212	0	0	212	0	0	0	0	0	744
16:30	0	175	0	0	175	1	389	0	0	390	0	196	0	0	196	0	0	0	0	0	761
16:45	0	162	0	0	162	1	418	0	0	419	0	204	0	0	204	0	0	0	0	0	785
Total	3	656	0	0	659	4	1592	0	0	1596	0	832	0	0	832	0	0	0	0	0	3087
17:00	0	136	0	0	136	0	397	0	0	397	0	221	0	0	221	0	0	0	0	0	754
17:15	0	143	0	0	143	6	399	0	0	405	0	237	0	0	237	0	0	0	0	0	785
17:30	0	123	0	0	123	3	398	0	0	401	0	255	0	1	256	0	0	0	0	0	780
17:45	0	179	0	0	179	5	365	0	0	370	0	215	0	0	215	0	0	0	0	0	764
Total	0	581	0	0	581	14	1559	0	0	1573	0	928	0	1	929	0	0	0	0	0	3083
18:00	0	143	0	0	143	3	397	0	0	400	0	230	0	0	230	0	0	0	0	0	773
18:15	0	148	0	0	148	0	414	0	0	414	0	184	0	0	184	0	0	0	0	0	746
18:30	0	150	0	0	150	5	382	0	0	387	0	208	0	0	208	0	0	0	0	0	745
18:45	0	129	0	0	129	4	411	0	0	415	0	194	0	0	194	0	0	0	0	0	738
Total	0	570	0	0	570	12	1604	0	0	1616	0	816	0	0	816	0	0	0	0	0	3002
Grand Total	3	1807	0	0	1810	30	4755	0	0	4785	0	2576	0	1	2577	0	0	0	0	0	9172
Apprch %	0.2	99.8	0	0		0.6	99.4	0	0		0	100	0	0		0	0	0	0		
Total %	0	19.7	0	0	19.7	0.3	51.8	0	0	52.2	0	28.1	0	0	28.1	0	0	0	0	0	
Autos	3	1795					4663					2549									
% Autos	100	99.3	0	0	99.3	96.7	98.1	0	0	98.1	0	99	0	100	99	0	0	0	0	0	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	0.7	0	0	0.7	3.3	1.9	0	0	1.9	0	1	0	0	1	0	0	0	0	0	1.4

Traf Tech Engineering Inc.

File Name : 4A- Indian Creek Dr & Abbott Ave
Site Code : 00000000
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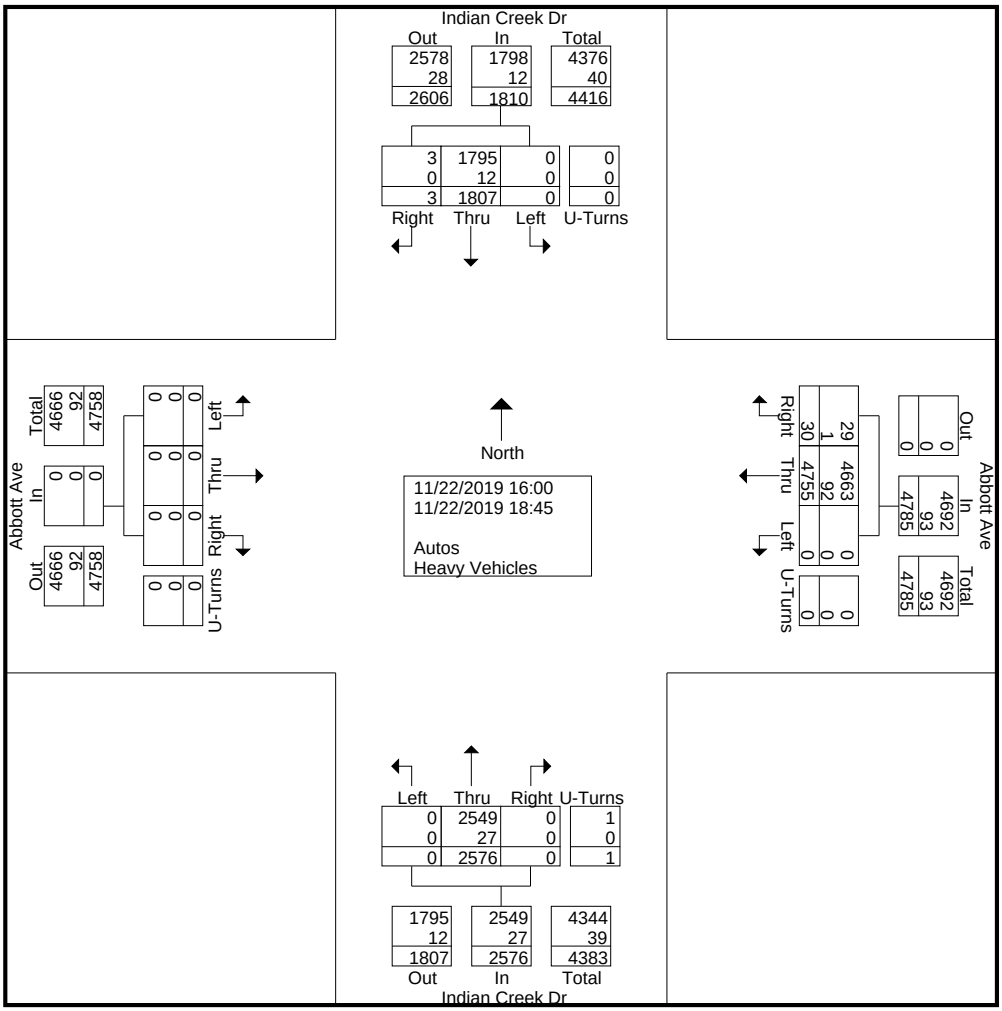

Traf Tech Engineering Inc.

File Name : 4A- Indian Creek Dr & Abbott Ave
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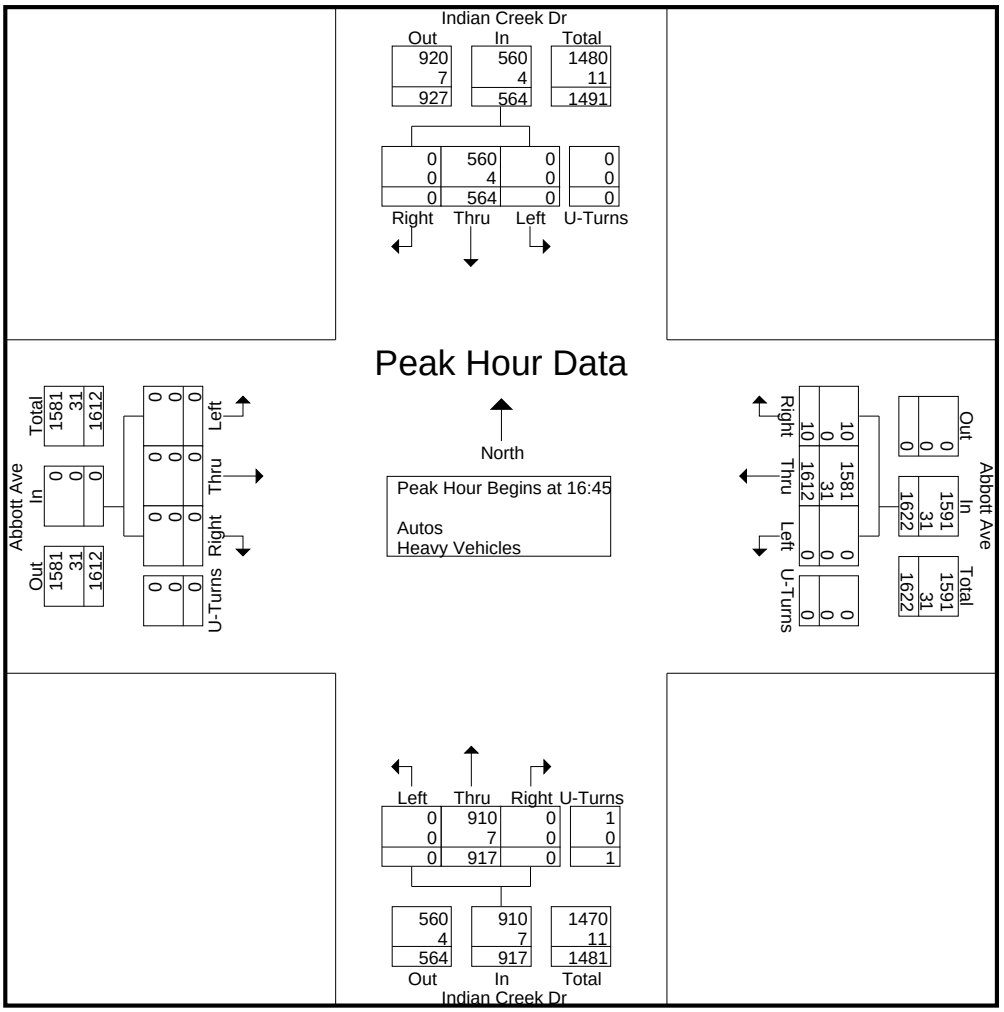
	Indian Creek Dr From North					Abbott Ave From East					Indian Creek Dr From South					Abbott Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	162	0	0	162	1	418	0	0	419	0	204	0	0	204	0	0	0	0	0	785
17:00	0	136	0	0	136	0	397	0	0	397	0	221	0	0	221	0	0	0	0	0	754
17:15	0	143	0	0	143	6	399	0	0	405	0	237	0	0	237	0	0	0	0	0	785
17:30	0	123	0	0	123	3	398	0	0	401	0	255	0	1	256	0	0	0	0	0	780
Total Volume	0	564	0	0	564	10	1612	0	0	1622	0	917	0	1	918	0	0	0	0	0	3104
% App. Total	0	100	0	0		0.6	99.4	0	0		0	99.9	0	0.1		0	0	0	0		
PHF	.000	.870	.000	.000	.870	.417	.964	.000	.000	.968	.000	.899	.000	.250	.896	.000	.000	.000	.000	.000	.989
Autos	0	560	0	0	560	10	1581														
% Autos	0	99.3	0	0	99.3	100	98.1	0	0	98.1	0	99.2	0	100	99.2	0	0	0	0	0	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	0.7	0	0	0.7	0	1.9	0	0	1.9	0	0.8	0	0	0.8	0	0	0	0	0	1.4



Traf Tech Engineering Inc.

File Name : 4A- Indian Creek Dr & Abbott Ave
Site Code : 00000000
Start Date : 11/22/2019
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Groups Printed- Peds & Bikes

	Indian Creek Dr From North				Abbott Ave From East				Indian Creek Dr From South				Abbott Ave From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
*** BREAK ***																	
16:15	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	9
16:30	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	6
16:45	3	0	0	13	0	0	0	1	0	0	0	0	0	0	0	0	17
Total	3	0	0	18	0	0	0	11	0	0	0	0	0	0	0	0	32
17:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
17:15	1	0	0	3	1	0	0	3	0	0	0	0	0	0	0	0	8
17:30	1	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	7
17:45	2	0	0	1	2	0	0	6	0	0	0	0	0	0	0	0	11
Total	4	0	0	5	3	0	0	16	0	0	0	0	0	0	0	0	28
18:00	7	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	12
18:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	2	0	0	6	1	0	0	3	0	0	0	0	0	0	0	0	12
18:45	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	11	0	0	13	2	0	0	3	0	0	0	0	0	0	0	0	29
Grand Total	18	0	0	36	5	0	0	30	0	0	0	0	0	0	0	0	89
Apprch %	33.3	0	0	66.7	14.3	0	0	85.7	0	0	0	0	0	0	0	0	
Total %	20.2	0	0	40.4	5.6	0	0	33.7	0	0	0	0	0	0	0	0	

Traf Tech Engineering Inc.

File Name : 4B- Indian Creek Dr & Abbott Ave
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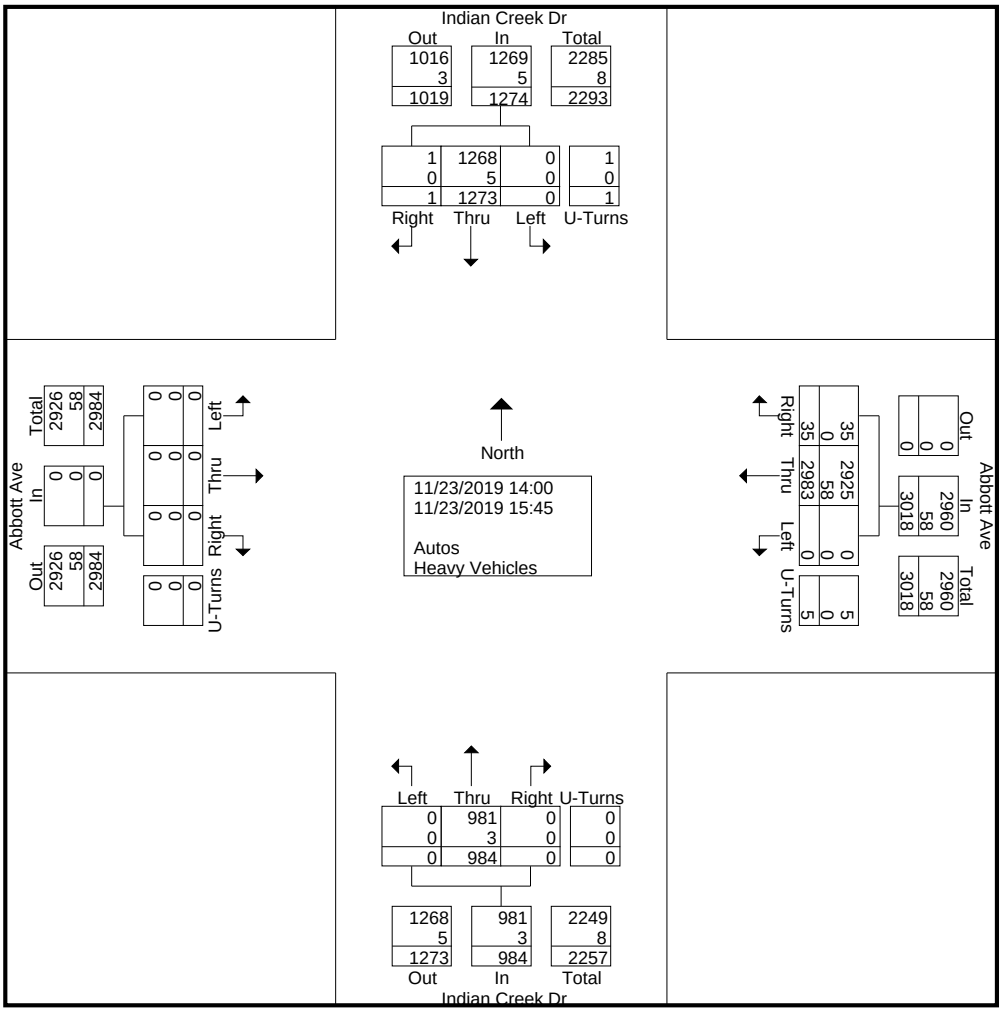
Groups Printed- Autos - Heavy Vehicles

	Indian Creek Dr From North					Abbott Ave From East					Indian Creek Dr From South					Abbott Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
14:00	0	169	0	1	170	3	375	0	0	378	0	120	0	0	120	0	0	0	0	0	668
14:15	0	170	0	0	170	9	336	0	2	347	0	106	0	0	106	0	0	0	0	0	623
14:30	0	145	0	0	145	6	402	0	0	408	0	142	0	0	142	0	0	0	0	0	695
14:45	0	204	0	0	204	1	373	0	0	374	0	143	0	0	143	0	0	0	0	0	721
Total	0	688	0	1	689	19	1486	0	2	1507	0	511	0	0	511	0	0	0	0	0	2707
15:00	1	139	0	0	140	6	363	0	0	369	0	115	0	0	115	0	0	0	0	0	624
15:15	0	142	0	0	142	5	368	0	0	373	0	95	0	0	95	0	0	0	0	0	610
15:30	0	137	0	0	137	2	378	0	1	381	0	112	0	0	112	0	0	0	0	0	630
15:45	0	167	0	0	167	3	388	0	2	393	0	151	0	0	151	0	0	0	0	0	711
Total	1	585	0	0	586	16	1497	0	3	1516	0	473	0	0	473	0	0	0	0	0	2575
Grand Total	1	1273	0	1	1275	35	2983	0	5	3023	0	984	0	0	984	0	0	0	0	0	5282
Apprch %	0.1	99.8	0	0.1		1.2	98.7	0	0.2		0	100	0	0		0	0	0	0		
Total %	0	24.1	0	0	24.1	0.7	56.5	0	0.1	57.2	0	18.6	0	0	18.6	0	0	0	0	0	
Autos	1	1268					2925														
% Autos	100	99.6	0	100	99.6	100	98.1	0	100	98.1	0	99.7	0	0	99.7	0	0	0	0	0	98.8
Heavy Vehicles																					
% Heavy Vehicles	0	0.4	0	0	0.4	0	1.9	0	0	1.9	0	0.3	0	0	0.3	0	0	0	0	0	1.2



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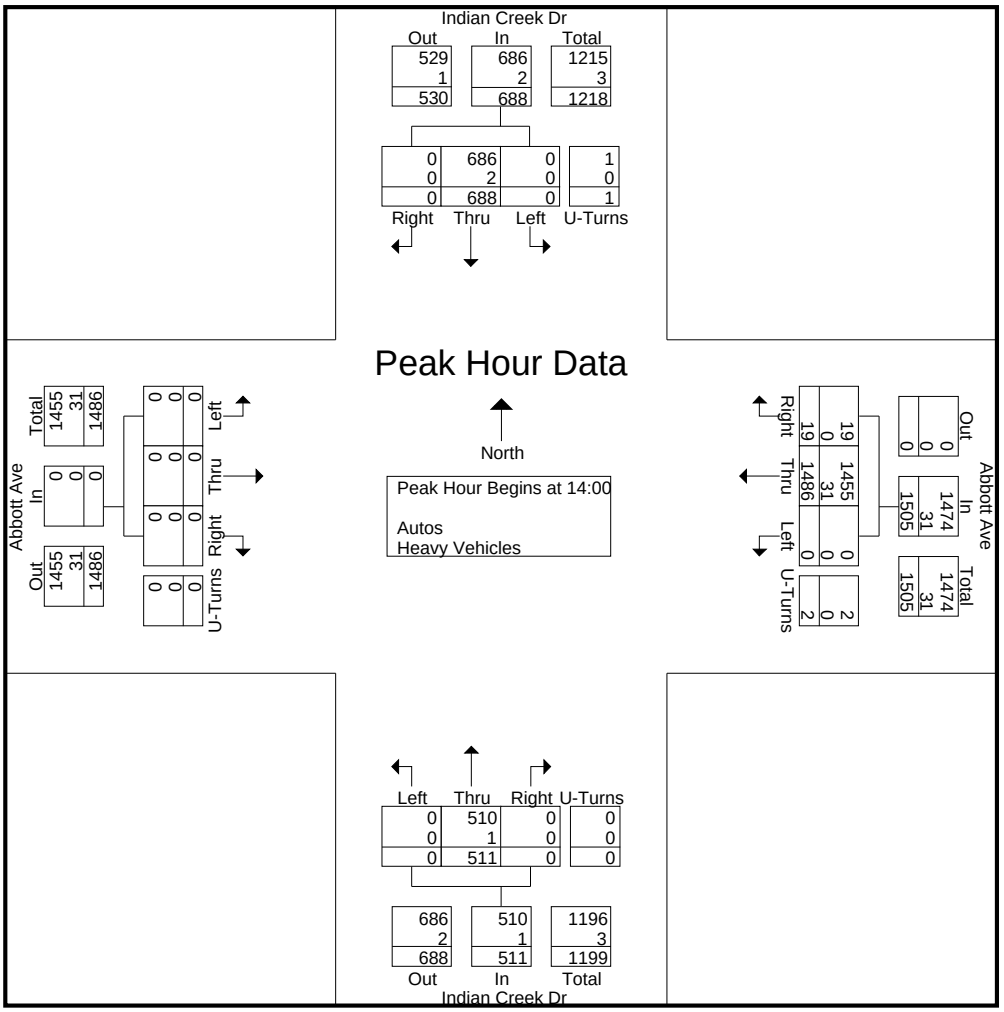
	Indian Creek Dr From North					Abbott Ave From East					Indian Creek Dr From South					Abbott Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:00																					
14:00	0	169	0	1	170	3	375	0	0	378	0	120	0	0	120	0	0	0	0	0	668
14:15	0	170	0	0	170	9	336	0	2	347	0	106	0	0	106	0	0	0	0	0	623
14:30	0	145	0	0	145	6	402	0	0	408	0	142	0	0	142	0	0	0	0	0	695
14:45	0	204	0	0	204	1	373	0	0	374	0	143	0	0	143	0	0	0	0	0	721
Total Volume	0	688	0	1	689	19	1486	0	2	1507	0	511	0	0	511	0	0	0	0	0	2707
% App. Total	0	99.9	0	0.1		1.3	98.6	0	0.1		0	100	0	0		0	0	0	0		
PHF	.000	.843	.000	.250	.844	.528	.924	.000	.250	.923	.000	.893	.000	.000	.893	.000	.000	.000	.000	.000	.939
Autos	0	686	0	1	687	19	1455														
% Autos	0	99.7	0	100	99.7	100	97.9	0	100	97.9	0	99.8	0	0	99.8	0	0	0	0	0	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	0.3	0	0	0.3	0	2.1	0	0	2.1	0	0.2	0	0	0.2	0	0	0	0	0	1.3



Traf Tech Engineering Inc.

File Name : 4B- Indian Creek Dr & Abbott Ave
Site Code : 00000000
Start Date : 11/23/2019
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Groups Printed- Peds & Bikes

	Indian Creek Dr From North				Abbott Ave From East				Indian Creek Dr From South				Abbott Ave From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
14:00	3	0	0	4	2	0	0	2	0	0	0	0	0	0	0	0	11
14:15	5	0	0	1	4	0	0	7	0	0	0	0	0	0	0	0	17
14:30	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	10
14:45	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8
Total	20	0	0	10	6	0	0	10	0	0	0	0	0	0	0	0	46
15:00	5	0	0	9	0	0	0	5	0	0	0	0	0	0	0	0	19
15:15	5	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	10
15:30	5	0	0	3	3	0	0	4	0	0	0	0	0	0	0	0	15
15:45	6	0	0	1	3	0	0	2	0	0	0	0	0	0	0	0	12
Total	21	0	0	13	8	0	0	14	0	0	0	0	0	0	0	0	56
Grand Total	41	0	0	23	14	0	0	24	0	0	0	0	0	0	0	0	102
Apprch %	64.1	0	0	35.9	36.8	0	0	63.2	0	0	0	0	0	0	0	0	
Total %	40.2	0	0	22.5	13.7	0	0	23.5	0	0	0	0	0	0	0	0	

Traf Tech Engineering Inc.

File Name : 5A- 67th St & Indian Creek Dr
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Groups Printed- Autos - Heavy Vehicles

	Indian Creek Dr From North						Harding Ave From Northeast						67th Street From East						Indian Creek Dr From South						67th Street From West						
Start Time	Right	Thru	Left	Hard Left	U-Turns	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	U-Turns	App. Total	Right	Bear Right	Thru	Left	U-Turns	App. Total	Right	Thru	Bear Left	Left	U-Turns	App. Total	Int. Total
16:00	0	556	27	1	1	585	0	0	0	0	0	0	7	3	0	24	0	34	7	73	236	0	0	316	0	4	0	0	0	4	939
16:15	0	473	35	1	0	509	0	0	0	0	0	0	6	6	2	20	0	34	15	117	197	0	1	330	0	0	0	1	0	1	874
16:30	0	526	34	0	0	560	0	0	0	0	0	0	13	7	1	18	1	40	19	114	192	0	0	325	0	1	0	1	0	2	927
16:45	0	551	44	1	0	596	0	0	0	0	0	0	10	6	1	27	0	44	22	135	208	0	0	365	1	0	0	0	0	1	1006
Total	0	2106	140	3	1	2250	0	0	0	0	0	0	36	22	4	89	1	152	63	439	833	0	1	1336	1	5	0	2	0	8	3746
17:00	0	510	34	0	1	545	0	0	0	0	0	0	12	7	1	26	0	46	13	116	199	0	0	328	0	0	0	0	0	0	919
17:15	0	516	25	1	0	542	0	0	0	0	0	0	12	7	0	23	0	42	21	165	241	0	0	427	0	0	0	2	0	2	1013
17:30	0	499	29	3	0	531	0	0	0	0	0	0	17	5	0	19	0	41	10	144	245	0	0	399	0	1	0	1	0	2	973
17:45	0	526	19	1	0	546	0	0	0	0	0	0	13	2	1	15	0	31	20	113	187	0	0	320	0	0	0	0	0	0	897
Total	0	2051	107	5	1	2164	0	0	0	0	0	0	54	21	2	83	0	160	64	538	872	0	0	1474	0	1	0	3	0	4	3802
18:00	0	495	33	1	1	530	0	0	0	0	0	0	8	4	0	16	0	28	15	93	221	0	0	329	0	0	0	0	0	0	887
18:15	0	530	26	1	0	557	0	0	0	0	0	0	6	5	1	13	0	25	21	75	184	0	0	280	2	0	0	0	0	2	864
18:30	0	515	25	0	0	540	0	0	0	0	0	0	9	4	2	27	0	42	11	78	202	0	0	291	1	0	0	0	0	1	874
18:45	0	496	32	3	0	531	0	0	0	0	0	0	7	8	1	21	0	37	8	66	183	0	0	257	0	0	0	2	0	2	827
Total	0	2036	116	5	1	2158	0	0	0	0	0	0	30	21	4	77	0	132	55	312	790	0	0	1157	3	0	0	2	0	5	3452
Grand Total	0	6193	363	13	3	6572	0	0	0	0	0	0	120	64	10	249	1	444	182	1289	2495	0	1	3967	4	6	0	7	0	17	11000
Apprch %	0	94.2	5.5	0.2	0		0	0	0	0	0		27	14.4	2.3	56.1	0.2		4.6	32.5	62.9	0	0		23.5	35.3	0	41.2	0		
Total %	0	56.3	3.3	0.1	0	59.7	0	0	0	0	0	0	1.1	0.6	0.1	2.3	0	4	1.7	11.7	22.7	0	0	36.1	0	0.1	0	0.1	0	0.2	
Autos	0	6144	362	13	3	6522	0	0	0	0	0	0	120	62	10	242	0	434	181	1289	2470	0	1	3941	4	6	0	7	0	17	10914
% Autos	0	99.2	99.7	100	100	99.2	0	0	0	0	0	0	100	96.9	100	97.2	0	97.7	99.5	100	99	0	100	99.3	100	100	0	100	0	100	99.2
Heavy Vehicles	0	49	1	0	0	50	0	0	0	0	0	0	0	2	0	7	1	10	1	0	25	0	0	26	0	0	0	0	0	0	86
% Heavy Vehicles	0	0.8	0.3	0	0	0.8	0	0	0	0	0	0	0	3.1	0	2.8	100	2.3	0.5	0	1	0	0	0.7	0	0	0	0	0	0	0.8

Traf Tech Engineering Inc.

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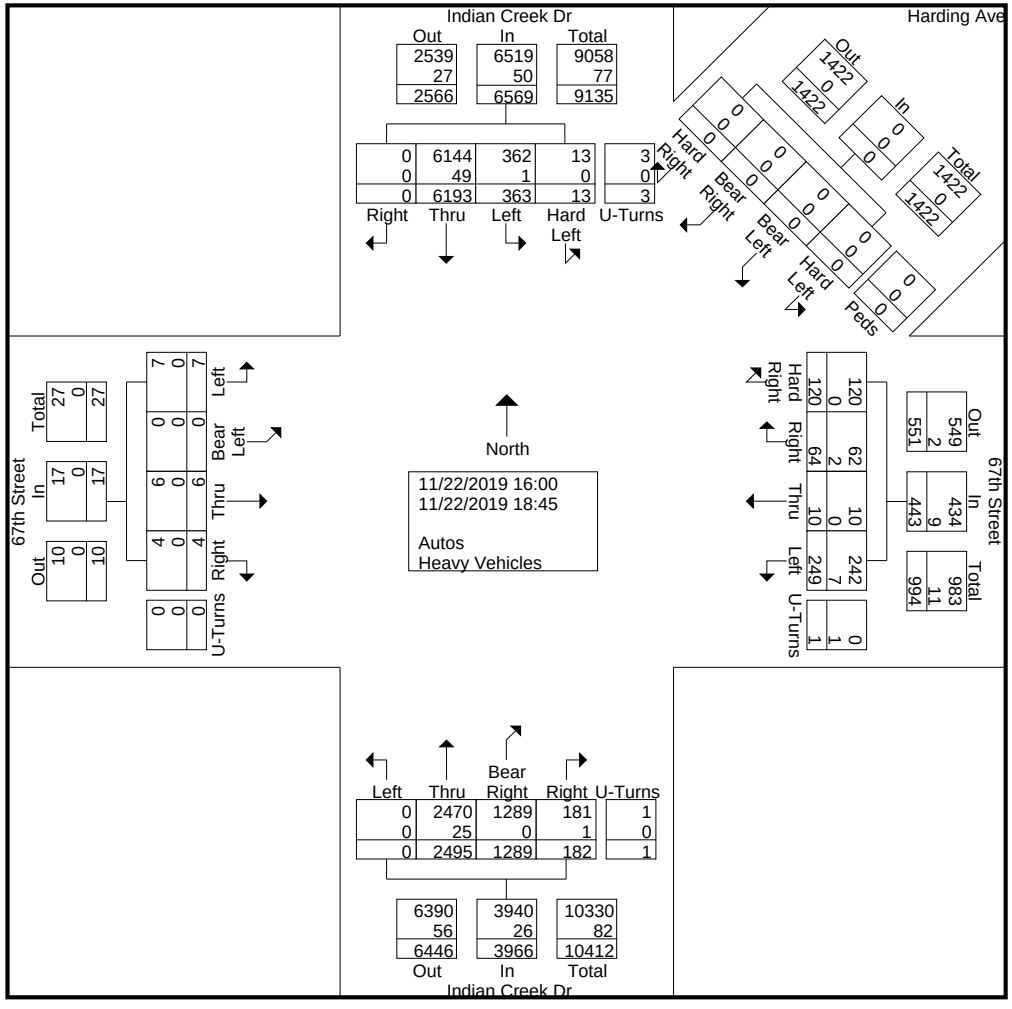

Traf Tech Engineering Inc.

File Name : 5A- 67th St & Indian Creek Dr
Site Code : 00000000
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	Indian Creek Dr From North						Harding Ave From Northeast						67th Street From East						Indian Creek Dr From South						67th Street From West						
Start Time	Right	Thru	Left	Hard Left	U-Turns	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	U-Turns	App. Total	Right	Bear Right	Thru	Left	U-Turns	App. Total	Right	Thru	Bear Left	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 16:45																															
16:45	0	551	44	1	0	596	0	0	0	0	0	0	10	6	1	27	0	44	22	135	208	0	0	365	1	0	0	0	0	1	1006
17:00	0	510	34	0	1	545	0	0	0	0	0	0	12	7	1	26	0	46	13	116	199	0	0	328	0	0	0	0	0	0	919
17:15	0	516	25	1	0	542	0	0	0	0	0	0	12	7	0	23	0	42	21	165	241	0	0	427	0	0	0	2	0	2	1013
17:30	0	499	29	3	0	531	0	0	0	0	0	0	17	5	0	19	0	41	10	144	245	0	0	399	0	1	0	1	0	2	973
Total Volume	0	2076	132	5	1	2214	0	0	0	0	0	0	51	25	2	95	0	173	66	560	893	0	0	1519	1	1	0	3	0	5	3911
% App. Total	0	93.8	6	0.2	0		0	0	0	0	0		29.5	14.5	1.2	54.9	0		4.3	36.9	58.8	0	0		20	20	0	60	0		
PHF	.000	.942	.750	.417	.250	.929	.000	.000	.000	.000	.000	.000	.750	.893	.500	.880	.000	.940	.750	.848	.911	.000	.000	.889	.250	.250	.000	.375	.000	.625	.965
Autos	0	2062	132	5	1	2200	0	0	0	0	0	0	51	25	2	91	0	169	65	560	887	0	0	1512	1	1	0	3	0	5	3886
% Autos	0	99.3	100	100	100	99.4	0	0	0	0	0	0	100	100	100	95.8	0	97.7	98.5	100	99.3	0	0	99.5	100	100	0	100	0	100	99.4
Heavy Vehicles	0	14	0	0	0	14	0	0	0	0	0	0	0	0	0	4	0	4	1	0	6	0	0	7	0	0	0	0	0	0	25
% Heavy Vehicles	0	0.7	0	0	0	0.6	0	0	0	0	0	0	0	0	0	4.2	0	2.3	1.5	0	0.7	0	0	0.5	0	0	0	0	0	0	0.6

Traf Tech Engineering Inc.

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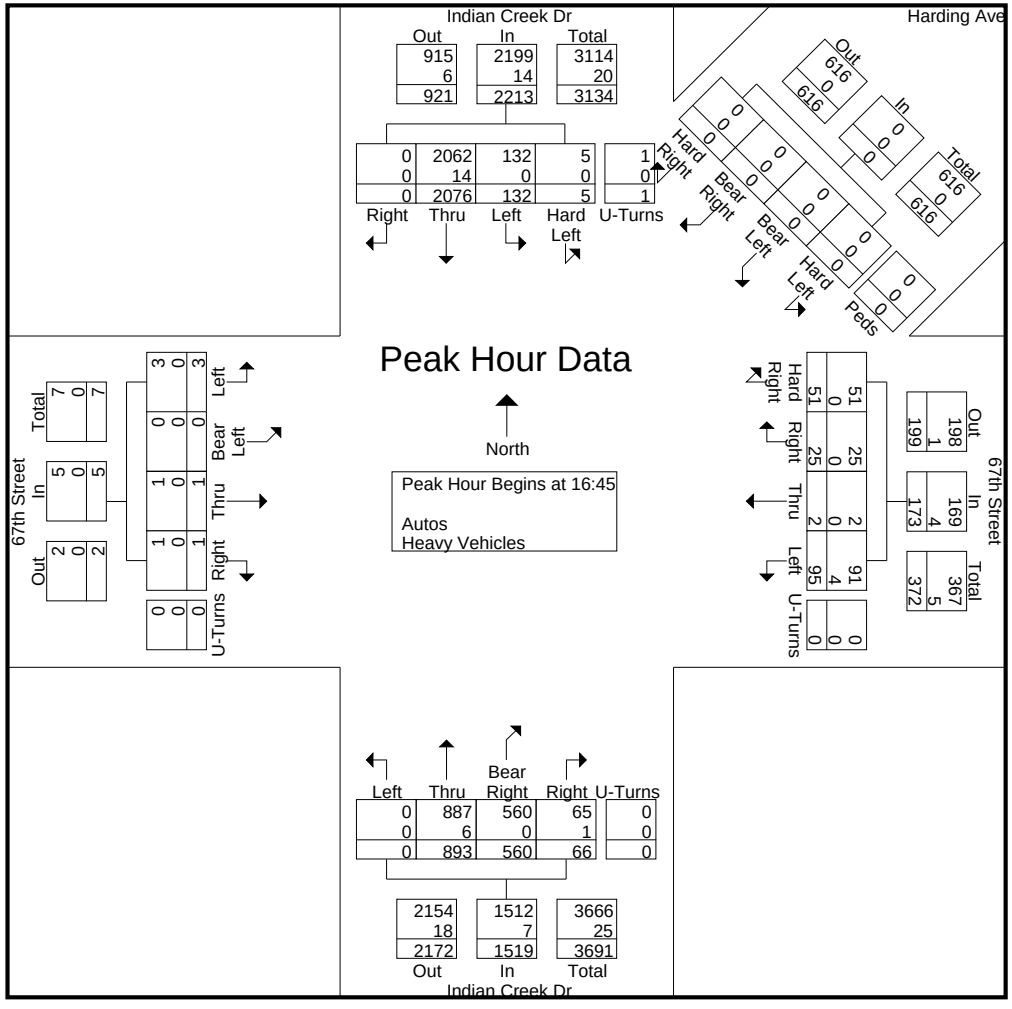

Traf Tech Engineering Inc.

File Name : 5A- 67th St & Indian Creek Dr
Site Code : 00000000
Start Date : 11/22/2019
Page No : 1

Groups Printed- Peds & Bikes

	Indian Creek Dr From North					Harding Ave From Northeast					67th Street From East					Indian Creek Dr From South					67th Street From West					
Start Time	Bikes				Peds	Bikes				Peds	Bikes				Peds	Bikes				Peds	Bikes				Peds	Int. Total
16:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	2	0	0	0	0	0	7
16:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	0	0	0	0	7
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	6	1	0	0	0	10	0	0	0	0	0	19
17:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	1	0	0	0	6	0	0	0	0	0	12
17:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0	0	0	8
17:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	13	0	0	0	0	0	15
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11
Total	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	2	0	0	0	36	0	0	0	0	0	46
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	10	0	0	0	0	0	13
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	6	0	0	0	0	0	9
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	24	0	0	0	0	0	32
Grand Total	2	0	0	0	4	0	0	0	0	0	0	0	0	0	17	4	0	0	0	70	0	0	0	0	0	97
Apprch %	33.3	0	0	0	66.7	0	0	0	0	0	0	0	0	0	100	5.4	0	0	0	94.6	0	0	0	0	0	
Total %	2.1	0	0	0	4.1	0	0	0	0	0	0	0	0	0	17.5	4.1	0	0	0	72.2	0	0	0	0	0	

Traf Tech Engineering Inc.

File Name : 5B- 67th St & Indian Creek Dr
Site Code : 00000000
Start Date : 11/23/2019
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Groups Printed- Autos - Heavy Vehicles

	Indian Creek Dr From North						Harding Ave From Northeast						67th Street From East						Indian Creek Dr From South						67th Street From West						
Start Time	Right	Thru	Left	Hard Left	U-Turns	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	U-Turns	App. Total	Right	Bear Right	Thru	Left	U-Turns	App. Total	Right	Thru	Bear Left	Left	U-Turns	App. Total	Int. Total
14:00	0	489	31	1	0	521	0	0	0	0	0	0	4	5	0	23	0	32	7	36	114	0	0	157	0	0	0	0	0	0	710
14:15	0	514	38	0	0	552	0	0	0	0	0	0	4	3	1	27	0	35	7	38	99	0	2	146	3	0	0	1	0	4	737
14:30	0	491	28	1	0	520	0	0	0	0	0	0	6	4	1	19	0	30	8	41	133	0	0	182	1	3	0	0	0	4	736
14:45	0	574	20	1	0	595	0	0	0	0	0	0	2	5	0	17	0	24	16	38	142	0	0	196	0	2	0	0	0	2	817
Total	0	2068	117	3	0	2188	0	0	0	0	0	0	16	17	2	86	0	121	38	153	488	0	2	681	4	5	0	1	0	10	3000
15:00	0	446	20	0	0	466	0	0	0	0	0	0	3	5	0	14	0	22	5	39	115	0	1	160	0	2	0	0	0	2	650
15:15	0	511	31	2	0	544	0	0	0	0	0	0	3	4	0	16	0	23	3	30	99	0	0	132	2	0	0	0	0	2	701
15:30	0	435	16	0	0	451	0	0	0	0	0	0	1	5	2	18	0	26	5	41	114	0	0	160	0	0	0	0	0	0	637
15:45	0	499	41	1	0	541	0	0	0	0	0	0	10	4	0	12	0	26	5	44	125	0	2	176	0	2	0	0	0	2	745
Total	0	1891	108	3	0	2002	0	0	0	0	0	0	17	18	2	60	0	97	18	154	453	0	3	628	2	4	0	0	0	6	2733
Grand Total	0	3959	225	6	0	4190	0	0	0	0	0	0	33	35	4	146	0	218	56	307	941	0	5	1309	6	9	0	1	0	16	5733
Apprch %	0	94.5	5.4	0.1	0		0	0	0	0	0		15.1	16.1	1.8	67	0		4.3	23.5	71.9	0	0.4		37.5	56.2	0	6.2	0		
Total %	0	69.1	3.9	0.1	0	73.1	0	0	0	0	0	0	0.6	0.6	0.1	2.5	0	3.8	1	5.4	16.4	0	0.1	22.8	0.1	0.2	0	0	0	0.3	
Autos	0	3940	224	6	0	4170	0	0	0	0	0	0	33	35	4	144	0	216	55	307	939	0	5	1306	6	9	0	1	0	16	5708
% Autos	0	99.5	99.6	100	0	99.5	0	0	0	0	0	0	100	100	100	98.6	0	99.1	98.2	100	99.8	0	100	99.8	100	100	0	100	0	100	99.6
Heavy Vehicles	0	19	1	0	0	20	0	0	0	0	0	0	0	0	0	2	0	2	1	0	2	0	0	3	0	0	0	0	0	0	25
% Heavy Vehicles	0	0.5	0.4	0	0	0.5	0	0	0	0	0	0	0	0	0	1.4	0	0.9	1.8	0	0.2	0	0	0.2	0	0	0	0	0	0	0.4

Traf Tech Engineering Inc.

File Name : 5B- 67th St & Indian Creek Dr
Site Code : 00000000
Start Date : 11/23/2019
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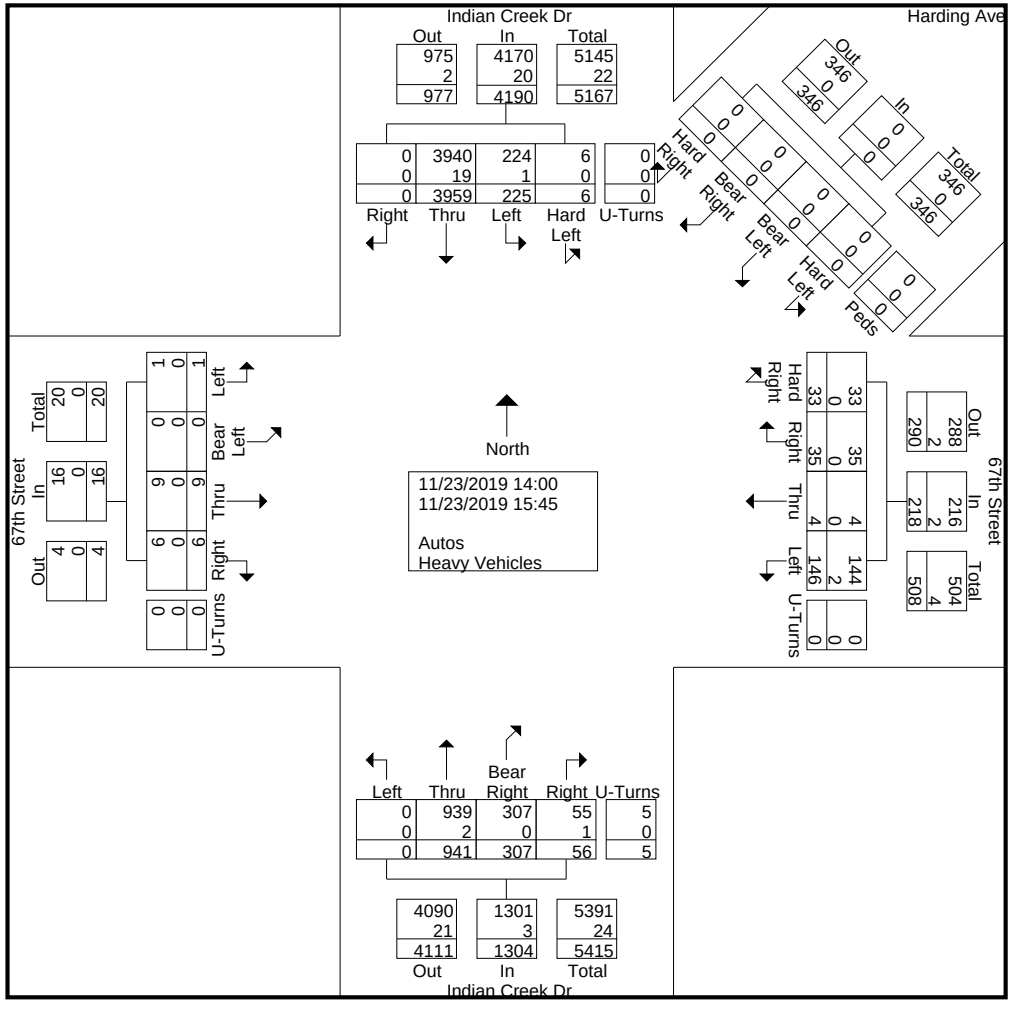

Traf Tech Engineering Inc.

File Name : 5B- 67th St & Indian Creek Dr
Site Code : 00000000
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	Indian Creek Dr From North						Harding Ave From Northeast						67th Street From East						Indian Creek Dr From South						67th Street From West						
Start Time	Right	Thru	Left	Hard Left	U-Turns	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	U-Turns	App. Total	Right	Bear Right	Thru	Left	U-Turns	App. Total	Right	Thru	Bear Left	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 14:00																															
14:00	0	489	31	1	0	521	0	0	0	0	0	0	4	5	0	23	0	32	7	36	114	0	0	157	0	0	0	0	0	0	710
14:15	0	514	38	0	0	552	0	0	0	0	0	0	4	3	1	27	0	35	7	38	99	0	2	146	3	0	0	1	0	4	737
14:30	0	491	28	1	0	520	0	0	0	0	0	0	6	4	1	19	0	30	8	41	133	0	0	182	1	3	0	0	0	4	736
14:45	0	574	20	1	0	595	0	0	0	0	0	0	2	5	0	17	0	24	16	38	142	0	0	196	0	2	0	0	0	2	817
Total Volume	0	2068	117	3	0	2188	0	0	0	0	0	0	16	17	2	86	0	121	38	153	488	0	2	681	4	5	0	1	0	10	3000
% App. Total	0	94.5	5.3	0.1	0		0	0	0	0	0		13.2	14	1.7	71.1	0		5.6	22.5	71.7	0	0.3		40	50	0	10	0		
PHF	.000	.901	.770	.750	.000	.919	.000	.000	.000	.000	.000	.000	.667	.850	.500	.796	.000	.864	.594	.933	.859	.000	.250	.869	.333	.417	.000	.250	.000	.625	.918
Autos	0	2059	117	3	0	2179	0	0	0	0	0	0	16	17	2	86	0	121	37	153	488	0	2	680	4	5	0	1	0	10	2990
% Autos	0	99.6	100	100	0	99.6	0	0	0	0	0	0	100	100	100	100	0	100	97.4	100	100	0	100	99.9	100	100	0	100	0	100	99.7
Heavy Vehicles	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	10
% Heavy Vehicles	0	0.4	0	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0	2.6	0	0	0	0	0.1	0	0	0	0	0	0	0.3

Traf Tech Engineering Inc.

File Name : 5B- 67th St & Indian Creek Dr
Site Code : 00000000
Start Date : 11/23/2019
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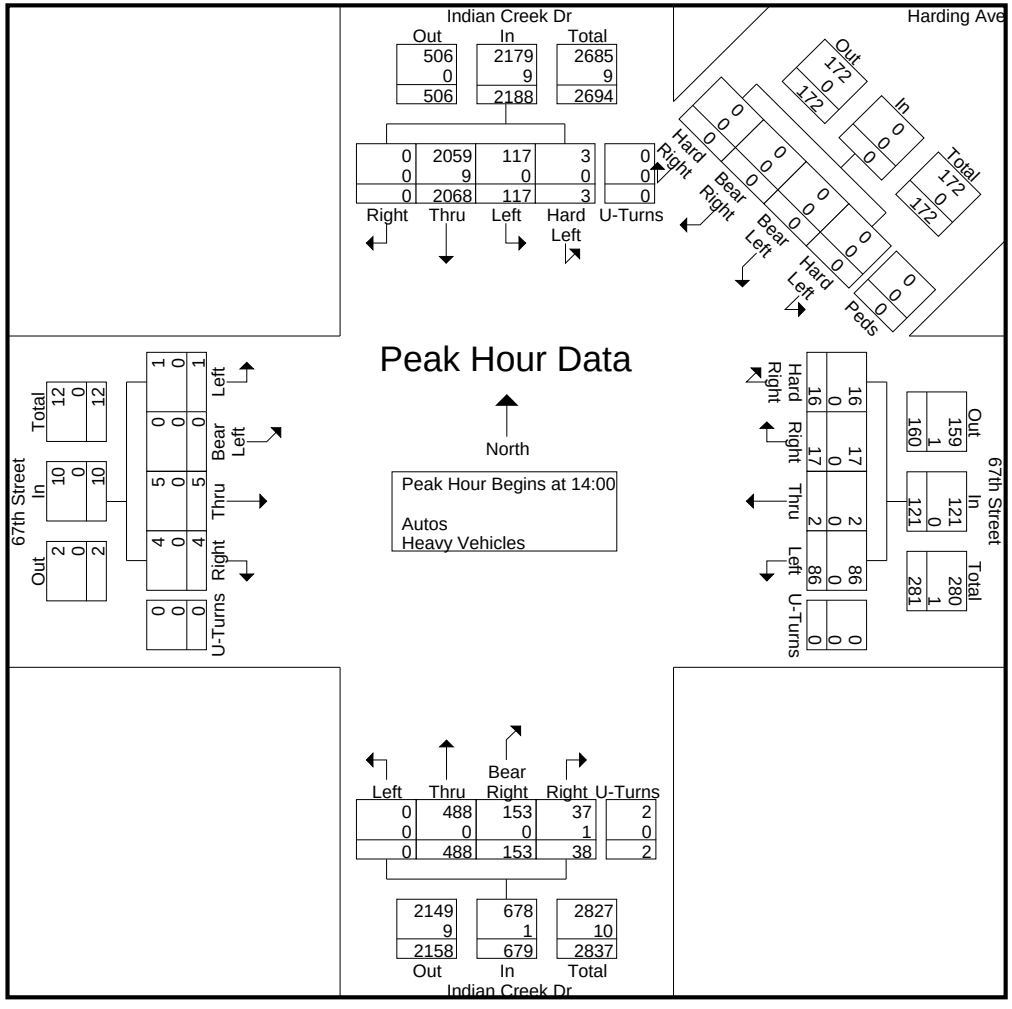

Traf Tech Engineering Inc.

File Name : 5B- 67th St & Indian Creek Dr
Site Code : 00000000
Start Date : 11/23/2019
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Groups Printed- Peds & Bikes

	Indian Creek Dr From North					Harding Ave From Northeast					67th Street From East					Indian Creek Dr From South					67th Street From West					
Start Time	Bikes				Peds	Bikes				Peds	Bikes				Peds	Bikes				Peds	Bikes				Peds	Int. Total
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	8	0	0	0	0	0	10
14:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	15	0	0	0	0	0	20
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	7	0	0	0	0	0	9
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	4
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8	1	0	0	0	33	0	0	0	0	0	43
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	9	0	0	0	0	0	13
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	5
15:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	10	0	0	0	0	0	13
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	30	0	0	0	0	0	39
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	16	1	0	0	0	63	0	0	0	0	0	82
Apprch %	50	0	0	0	50	0	0	0	0	0	0	0	0	0	100	1.6	0	0	0	98.4	0	0	0	0	0	
Total %	1.2	0	0	0	1.2	0	0	0	0	0	0	0	0	0	19.5	1.2	0	0	0	76.8	0	0	0	0	0	

Traf Tech Engineering Inc.

File Name : 6A- 67th St & Collins Ave
Site Code : 00000000
Start Date : 11/22/2019
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Collins Ave From North					67th Street From East					Collins Ave From South					67th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	402	19	0	421	0	0	22	2	24	445
16:15	0	0	0	0	0	0	0	0	0	0	0	545	23	0	568	0	0	42	1	43	611
16:30	0	0	0	0	0	0	0	0	0	0	0	477	27	0	504	0	0	27	2	29	533
16:45	0	0	0	0	0	0	0	0	0	0	0	499	31	1	531	0	0	41	14	55	586
Total	0	0	0	0	0	0	0	0	0	0	0	1923	100	1	2024	0	0	132	19	151	2175
17:00	0	0	0	0	0	0	0	0	0	0	0	446	38	0	484	1	0	25	2	28	512
17:15	0	0	0	0	0	0	0	0	0	0	0	414	23	3	440	0	0	28	6	34	474
17:30	0	0	0	0	0	0	0	0	0	0	0	524	38	2	564	0	0	19	4	23	587
17:45	0	0	0	0	0	0	0	0	0	0	0	409	23	0	432	0	0	20	2	22	454
Total	0	0	0	0	0	0	0	0	0	0	0	1793	122	5	1920	1	0	92	14	107	2027
18:00	0	0	0	0	0	0	0	0	0	0	0	422	21	0	443	0	0	41	2	43	486
18:15	0	0	0	0	0	0	0	0	0	0	0	379	19	3	401	0	0	27	1	28	429
18:30	0	0	0	0	0	0	0	0	0	0	0	471	37	1	509	0	0	28	10	38	547
18:45	0	0	0	0	0	0	0	0	0	0	0	358	21	0	379	0	0	28	1	29	408
Total	0	0	0	0	0	0	0	0	0	0	0	1630	98	4	1732	0	0	124	14	138	1870
Grand Total	0	0	0	0	0	0	0	0	0	0	0	5346	320	10	5676	1	0	348	47	396	6072
Apprch %	0	0	0	0		0	0	0	0		0	94.2	5.6	0.2		0.3	0	87.9	11.9		
Total %	0	0	0	0	0	0	0	0	0	0	0	88	5.3	0.2	93.5	0	0	5.7	0.8	6.5	
Autos	0	0	0	0	0	0	0	0	0	0	0	5231									
% Autos	0	0	0	0	0	0	0	0	0	0	0	97.8	97.8	90	97.8	100	0	99.4	100	99.5	97.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2.2	2.2	10	2.2	0	0	0.6	0	0.5	2.1

Traf Tech Engineering Inc.

File Name : 6A- 67th St & Collins Ave
Site Code : 00000000
Start Date : 11/22/2019
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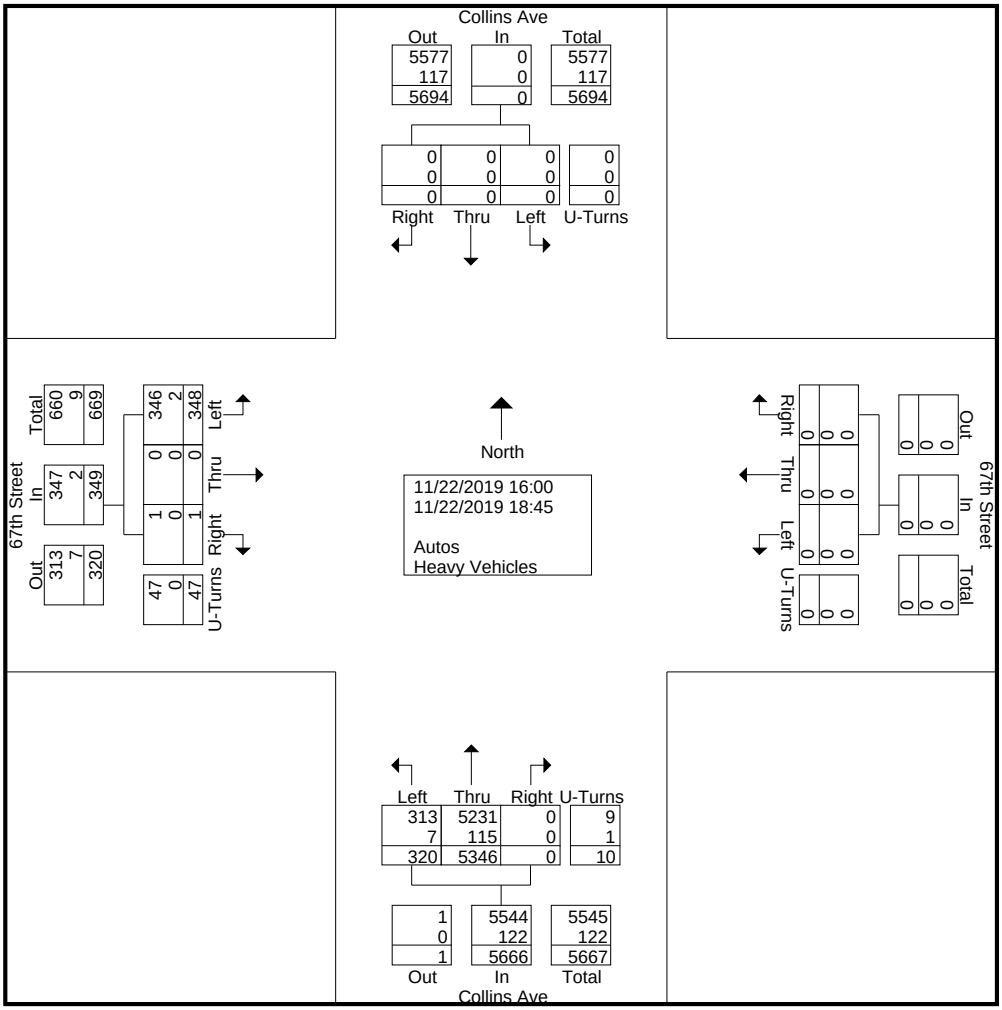

Traf Tech Engineering Inc.

File Name : 6A- 67th St & Collins Ave
Site Code : 00000000
Start Date : 11/22/2019
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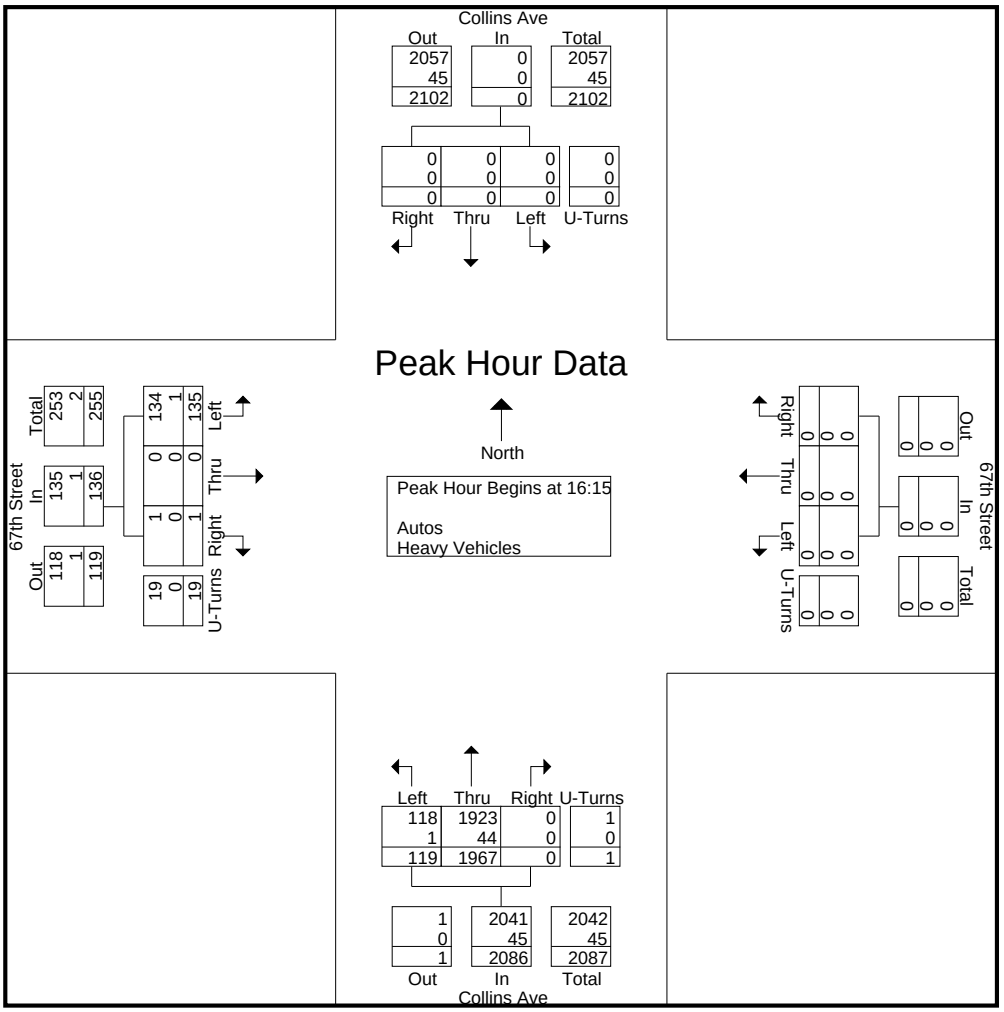
	Collins Ave From North					67th Street From East					Collins Ave From South					67th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	0	0	0	0	0	0	545	23	0	568	0	0	42	1	43	611
16:30	0	0	0	0	0	0	0	0	0	0	0	477	27	0	504	0	0	27	2	29	533
16:45	0	0	0	0	0	0	0	0	0	0	0	499	31	1	531	0	0	41	14	55	586
17:00	0	0	0	0	0	0	0	0	0	0	0	446	38	0	484	1	0	25	2	28	512
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1967	119	1	2087	1	0	135	19	155	2242
% App. Total	0	0	0	0		0	0	0	0		0	94.3	5.7	0		0.6	0	87.1	12.3		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.902	.783	.250	.919	.250	.000	.804	.339	.705	.917
Autos	0	0	0	0	0	0	0	0	0	0	0	1923									
% Autos	0	0	0	0	0	0	0	0	0	0	0	97.8	99.2	100	97.8	100	0	99.3	100	99.4	97.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2.2	0.8	0	2.2	0	0	0.7	0	0.6	2.1



Traf Tech Engineering Inc.

File Name : 6A- 67th St & Collins Ave
Site Code : 00000000
Start Date : 11/22/2019
Page No : 1

Groups Printed- Peds & Bikes

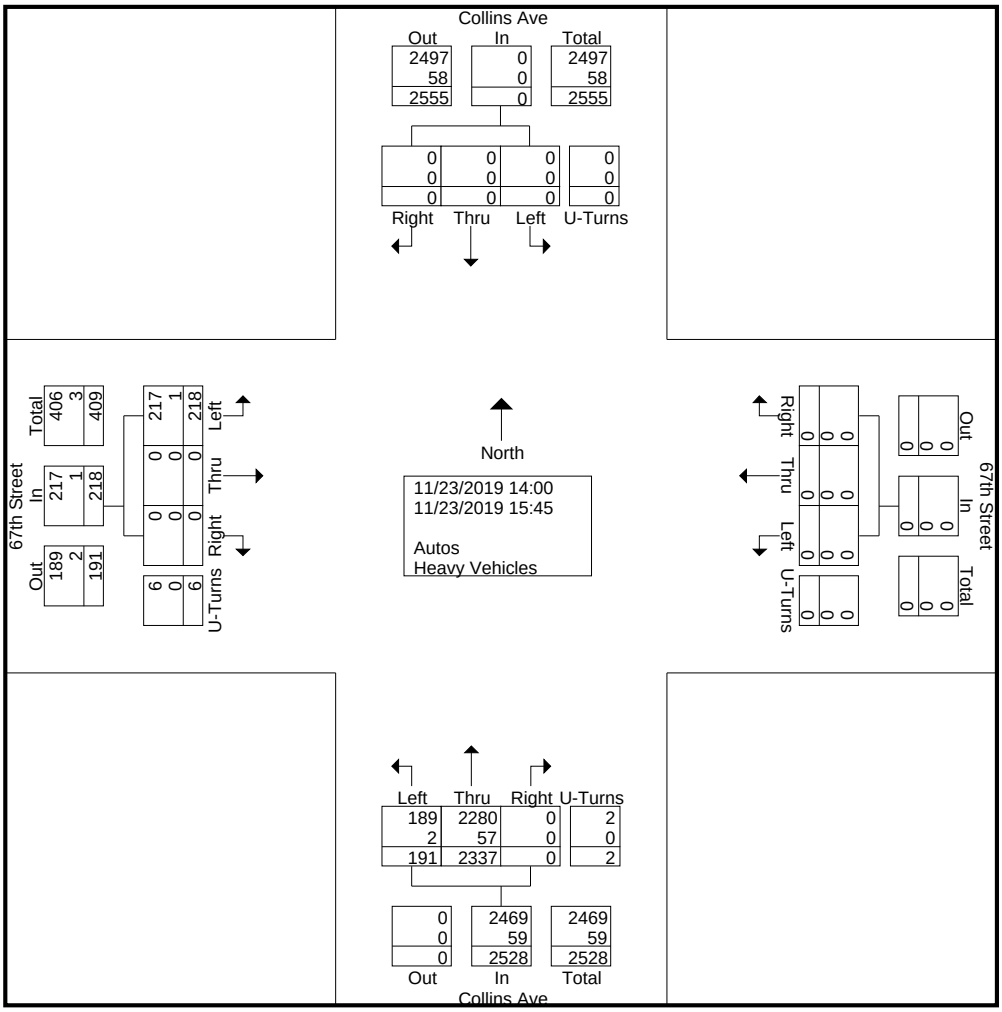
	Collins Ave From North				67th Street From East				Collins Ave From South				67th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
16:00	0	0	0	5	0	0	0	0	0	0	0	11	0	0	0	16	32
16:15	0	0	0	6	0	0	0	0	0	0	0	8	0	0	0	29	43
16:30	4	0	0	19	0	0	0	0	0	0	0	0	6	0	0	36	65
16:45	0	0	0	7	0	0	0	0	0	0	0	19	0	0	0	22	48
Total	4	0	0	37	0	0	0	0	0	0	0	38	6	0	0	103	188
17:00	0	0	0	8	0	0	0	0	0	0	0	17	3	0	0	48	76
17:15	0	0	0	7	0	0	0	0	0	0	0	48	0	0	0	67	122
17:30	0	0	0	6	0	0	0	0	0	0	0	51	0	0	0	58	115
17:45	0	0	0	18	0	0	0	0	0	0	0	5	0	0	0	17	40
Total	0	0	0	39	0	0	0	0	0	0	0	121	3	0	0	190	353
18:00	0	0	0	14	0	0	0	0	0	0	0	3	0	0	0	22	39
18:15	0	0	0	17	0	0	0	0	0	0	0	54	0	0	0	47	118
18:30	0	0	0	21	0	0	0	0	0	0	0	38	0	0	0	25	84
18:45	0	0	0	11	0	0	0	0	0	0	0	46	0	0	0	48	105
Total	0	0	0	63	0	0	0	0	0	0	0	141	0	0	0	142	346
Grand Total	4	0	0	139	0	0	0	0	0	0	0	300	9	0	0	435	887
Apprch %	2.8	0	0	97.2	0	0	0	0	0	0	0	100	2	0	0	98	
Total %	0.5	0	0	15.7	0	0	0	0	0	0	0	33.8	1	0	0	49	

Traf Tech Engineering Inc.

File Name : 6B- 67th St & Collins Ave
Site Code : 00000000
Start Date : 11/23/2019
Page No : 1

Groups Printed- Autos - Heavy Vehicles

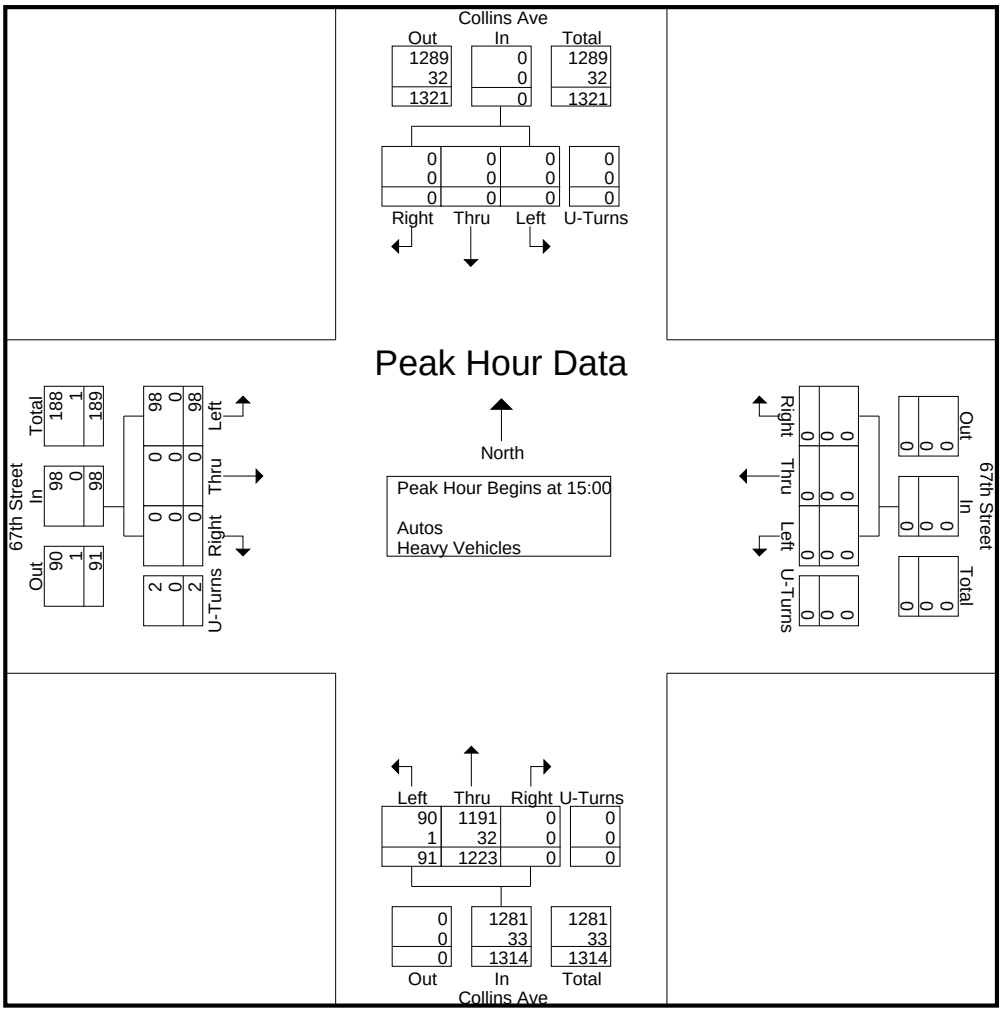
	Collins Ave From North					67th Street From East					Collins Ave From South					67th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
14:00	0	0	0	0	0	0	0	0	0	0	0	321	32	1	354	0	0	36	2	38	392
14:15	0	0	0	0	0	0	0	0	0	0	0	236	24	0	260	0	0	15	2	17	277
14:30	0	0	0	0	0	0	0	0	0	0	0	285	22	1	308	0	0	37	0	37	345
14:45	0	0	0	0	0	0	0	0	0	0	0	272	22	0	294	0	0	32	0	32	326
Total	0	0	0	0	0	0	0	0	0	0	0	1114	100	2	1216	0	0	120	4	124	1340
15:00	0	0	0	0	0	0	0	0	0	0	0	325	15	0	340	0	0	19	0	19	359
15:15	0	0	0	0	0	0	0	0	0	0	0	331	23	0	354	0	0	25	1	26	380
15:30	0	0	0	0	0	0	0	0	0	0	0	255	32	0	287	0	0	24	0	24	311
15:45	0	0	0	0	0	0	0	0	0	0	0	312	21	0	333	0	0	30	1	31	364
Total	0	0	0	0	0	0	0	0	0	0	0	1223	91	0	1314	0	0	98	2	100	1414
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2337	191	2	2530	0	0	218	6	224	2754
Apprch %	0	0	0	0		0	0	0	0		0	92.4	7.5	0.1		0	0	97.3	2.7		
Total %	0	0	0	0	0	0	0	0	0	0	0	84.9	6.9	0.1	91.9	0	0	7.9	0.2	8.1	
Autos	0	0	0	0	0	0	0	0	0	0	0	2280									
% Autos	0	0	0	0	0	0	0	0	0	0	0	97.6	99	100	97.7	0	0	99.5	100	99.6	97.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2.4	1	0	2.3	0	0	0.5	0	0.4	2.2



Traf Tech Engineering Inc.

File Name : 6B- 67th St & Collins Ave
Site Code : 00000000
Start Date : 11/23/2019
Page No : 2

	Collins Ave From North					67th Street From East					Collins Ave From South					67th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	0	0	0	0	0	0	0	0	0	0	0	325	15	0	340	0	0	19	0	19	359
15:15	0	0	0	0	0	0	0	0	0	0	0	331	23	0	354	0	0	25	1	26	380
15:30	0	0	0	0	0	0	0	0	0	0	0	255	32	0	287	0	0	24	0	24	311
15:45	0	0	0	0	0	0	0	0	0	0	0	312	21	0	333	0	0	30	1	31	364
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1223	91	0	1314	0	0	98	2	100	1414
% App. Total	0	0	0	0		0	0	0	0		0	93.1	6.9	0		0	0	98	2		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.924	.711	.000	.928	.000	.000	.817	.500	.806	.930
Autos	0	0	0	0	0	0	0	0	0	0	0	1191									
% Autos	0	0	0	0	0	0	0	0	0	0	0	97.4	98.9	0	97.5	0	0	100	100	100	97.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2.6	1.1	0	2.5	0	0	0	0	0	2.3



Traf Tech Engineering Inc.

File Name : 6B- 67th St & Collins Ave
Site Code : 00000000
Start Date : 11/23/2019
Page No : 1

Groups Printed- Peds & Bikes

	Collins Ave From North				67th Street From East				Collins Ave From South				67th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
14:00	0	0	0	11	0	0	0	0	0	0	0	27	0	0	0	42	80
14:15	0	0	0	9	0	0	0	0	0	0	0	25	0	0	0	54	88
14:30	0	0	0	11	0	0	0	0	0	0	0	18	2	0	0	48	79
14:45	4	0	0	14	0	0	0	0	0	0	0	7	1	0	0	19	45
Total	4	0	0	45	0	0	0	0	0	0	0	77	3	0	0	163	292
15:00	0	0	0	14	0	0	0	0	0	0	0	7	0	0	0	29	50
15:15	0	0	0	5	0	0	0	0	0	0	0	8	0	0	0	24	37
15:30	0	0	0	3	0	0	0	0	5	0	0	4	0	0	0	39	51
15:45	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	47	66
Total	0	0	0	22	0	0	0	0	5	0	0	37	1	0	0	139	204
Grand Total	4	0	0	67	0	0	0	0	5	0	0	114	4	0	0	302	496
Apprch %	5.6	0	0	94.4	0	0	0	0	4.2	0	0	95.8	1.3	0	0	98.7	
Total %	0.8	0	0	13.5	0	0	0	0	1	0	0	23	0.8	0	0	60.9	

APPENDIX D

Peak Season Conversion Factors and Historical Traffic Data

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: COUNTY
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.03	1.05
2	01/07/2018 - 01/13/2018	1.03	1.05
3	01/14/2018 - 01/20/2018	1.04	1.06
4	01/21/2018 - 01/27/2018	1.02	1.04
5	01/28/2018 - 02/03/2018	1.01	1.03
* 6	02/04/2018 - 02/10/2018	0.99	1.01
* 7	02/11/2018 - 02/17/2018	0.98	1.00
* 8	02/18/2018 - 02/24/2018	0.98	1.00
* 9	02/25/2018 - 03/03/2018	0.98	1.00
*10	03/04/2018 - 03/10/2018	0.97	0.99
*11	03/11/2018 - 03/17/2018	0.97	0.99
*12	03/18/2018 - 03/24/2018	0.97	0.99
*13	03/25/2018 - 03/31/2018	0.97	0.99
*14	04/01/2018 - 04/07/2018	0.97	0.99
*15	04/08/2018 - 04/14/2018	0.97	0.99
*16	04/15/2018 - 04/21/2018	0.97	0.99
*17	04/22/2018 - 04/28/2018	0.98	1.00
*18	04/29/2018 - 05/05/2018	0.99	1.01
19	05/06/2018 - 05/12/2018	1.00	1.02
20	05/13/2018 - 05/19/2018	1.01	1.03
21	05/20/2018 - 05/26/2018	1.01	1.03
22	05/27/2018 - 06/02/2018	1.01	1.03
23	06/03/2018 - 06/09/2018	1.01	1.03
24	06/10/2018 - 06/16/2018	1.01	1.03
25	06/17/2018 - 06/23/2018	1.01	1.03
26	06/24/2018 - 06/30/2018	1.02	1.04
27	07/01/2018 - 07/07/2018	1.02	1.04
28	07/08/2018 - 07/14/2018	1.02	1.04
29	07/15/2018 - 07/21/2018	1.02	1.04
30	07/22/2018 - 07/28/2018	1.02	1.04
31	07/29/2018 - 08/04/2018	1.01	1.03
32	08/05/2018 - 08/11/2018	1.01	1.03
33	08/12/2018 - 08/18/2018	1.00	1.02
34	08/19/2018 - 08/25/2018	1.00	1.02
35	08/26/2018 - 09/01/2018	1.00	1.02
36	09/02/2018 - 09/08/2018	1.01	1.03
37	09/09/2018 - 09/15/2018	1.01	1.03
38	09/16/2018 - 09/22/2018	1.00	1.02
39	09/23/2018 - 09/29/2018	1.00	1.02
40	09/30/2018 - 10/06/2018	1.00	1.02
41	10/07/2018 - 10/13/2018	0.99	1.01
42	10/14/2018 - 10/20/2018	0.99	1.01
43	10/21/2018 - 10/27/2018	1.00	1.02
44	10/28/2018 - 11/03/2018	1.00	1.02
45	11/04/2018 - 11/10/2018	1.01	1.03
46	11/11/2018 - 11/17/2018	1.01	1.03
47	11/18/2018 - 11/24/2018	1.02	1.04
48	11/25/2018 - 12/01/2018	1.02	1.04
49	12/02/2018 - 12/08/2018	1.02	1.04
50	12/09/2018 - 12/15/2018	1.03	1.05
51	12/16/2018 - 12/22/2018	1.03	1.05
52	12/23/2018 - 12/29/2018	1.03	1.05
53	12/30/2018 - 12/31/2018	1.04	1.06

* PEAK SEASON

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2541 - SR A1A/COLLINS AVE, 500' S OF 63 ST (MIAMI BEACH)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	19000 C	N 19000	0	9.00	99.90	5.60
2017	18000 C	N 18000	0	9.00	99.90	5.30
2016	21000 C	N 21000	0	9.00	99.90	7.80
2015	20000 C	N 20000	0	9.00	99.90	4.60
2014	21500 C	N 21500		9.00	99.90	5.10
2013	21000 C	N 21000	0	9.00	99.90	6.10
2012	19000 C	N 19000	0	9.00	99.90	8.40
2011	17000 C	N 17000	0	9.00	99.90	7.50
2010	15000 C	N 15000	0	8.98	99.99	8.80
2009	21000 C	N 21000	0	8.99	99.99	8.40
2008	18000 C	N 18000	0	9.09	99.99	5.30
2007	16000 S	0	0	8.01	99.99	4.90
2006	16000 F			7.97	99.99	2.20
2005	16000 C	N 16000		8.80	99.90	5.50
2004	17000 C	N 17000		9.00	99.90	8.20
2003	18000 C	N 18000		8.80	99.90	4.90

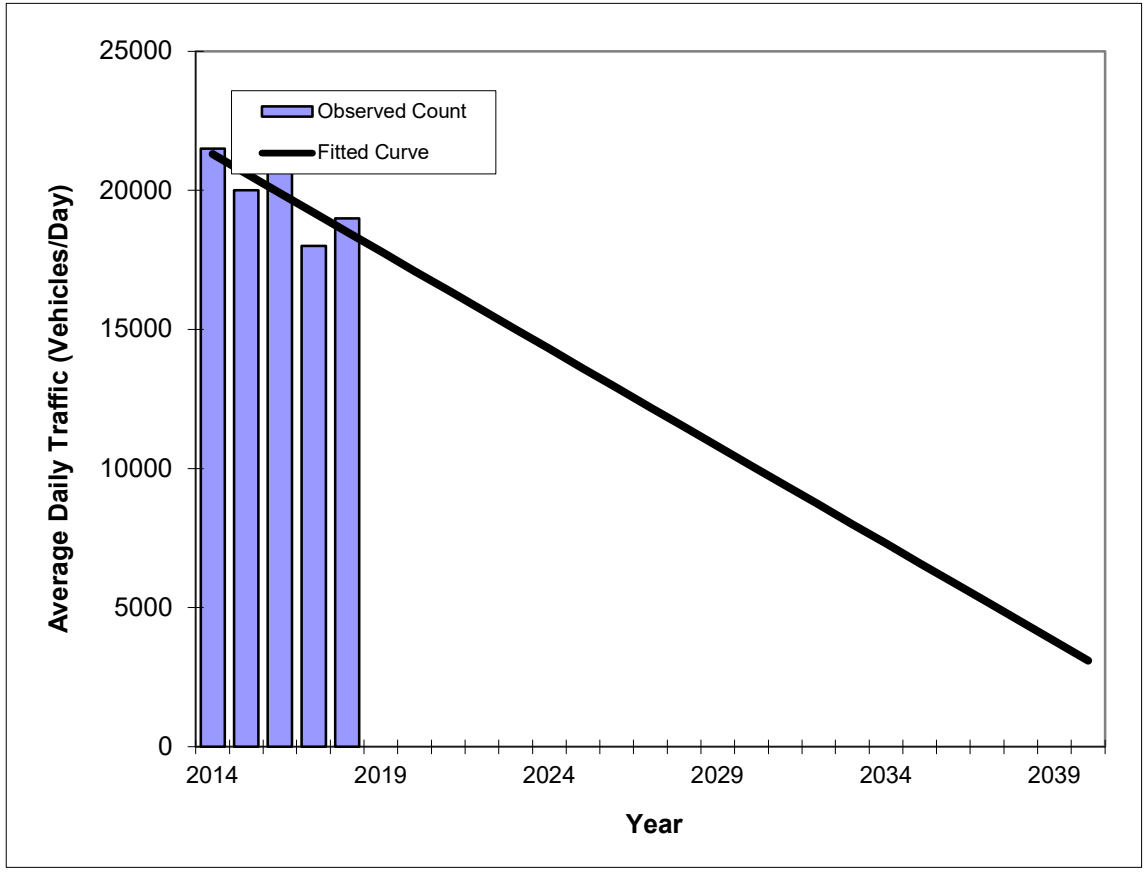
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

SR A1A/COLLINS AVE -- 500' S OF 63 ST

PIN#	0
Location	1

County:	MIAMI-DADE
Station #:	2541
Highway:	SR A1A/COLLINS AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	21500	21300
2015	20000	20600
2016	21000	19900
2017	18000	19200
2018	19000	18500
2019 Opening Year Trend		
2019	N/A	17800
2020 Mid-Year Trend		
2020	N/A	17100
2022 Design Year Trend		
2022	N/A	15700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-700
Trend R-squared:	59.76%
Trend Annual Historic Growth Rate:	-3.29%
Trend Growth Rate (2018 to Design Year):	-3.78%
Printed:	26-Nov-19

Straight Line Growth Option

*Axle-Adjusted

APPENDIX E

Future Turning Movement Volumes

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Abbott Avenue and 69th Street
Friday PM Peak Hour

	Abbott Avenue Northbound			Abbott Avenue Southbound			69th Street Eastbound			69th Street Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/22/2019)				63	1,373	39		63	33	227	226	
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2019 Peak Season Traffic	0	0	0	64	1400	40	0	64	34	232	231	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Committed Developments:												
2022 Background Traffic	0	0	0	65	1,422	40	0	65	34	235	234	0
Project					12					39		
2022 Total Traffic	**0**	**0**	**0**	**65**	**1,434**	**40**	**0**	**65**	**34**	**274**	**234**	**0**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Abbott Avenue and 69th Street
Saturday PM Peak Hour

Description	Abbott Avenue Northbound			Abbott Avenue Southbound			69th Street Eastbound			69th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/23/2019)				92	1,222	15		75	25	210	136	
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2019 Peak Season Traffic	0	0	0	94	1246	15	0	77	26	214	139	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Committed Developments:												
2022 Background Traffic	0	0	0	95	1,265	16	0	78	26	217	141	0
Project					15					43		
2022 Total Traffic	**0**	**0**	**0**	**95**	**1,280**	**16**	**0**	**78**	**26**	**260**	**141**	**0**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Harding Avenue and 69th Street
Friday PM Peak Hour

Description	Harding Avenue Northbound			Harding Avenue Southbound			69th Street Eastbound			69th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/22/2019)	251	352	86	27		47	11	129			160	57
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2019 Peak Season Traffic	256	359	88	28	0	48	11	132	0	0	163	58
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Committed Developments:												
2022 Background Traffic	260	364	89	28	0	49	11	134	0	0	166	59
Project											39	16
2022 Total Traffic	**260**	**364**	**89**	**28**	**0**	**49**	**11**	**134**	**0**	**0**	**205**	**75**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Harding Avenue and 69th Street
Saturday PM Peak Hour

	Harding Avenue Northbound			Harding Avenue Southbound			69th Street Eastbound			69th Street Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/23/2019)	128	164	25	49		43	16	159			165	39
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2019 Peak Season Traffic	131	167	26	50	0	44	16	162	0	0	168	40
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Committed Developments:												
2022 Background Traffic	133	170	26	51	0	45	17	165	0	0	171	40
Project											43	17
2022 Total Traffic	**133**	**170**	**26**	**51**	**0**	**45**	**17**	**165**	**0**	**0**	**214**	**57**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Avenue and 69th Street
Friday PM Peak Hour

	Collins Avenue Northbound			Collins Avenue Southbound			69th Street Eastbound			69th Street Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/22/2019)	135	1,797	8				197	12			19	18
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2019 Peak Season Traffic	138	1833	8	0	0	0	201	12	0	0	19	18
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Committed Developments:												
2022 Background Traffic	140	1,861	8	0	0	0	204	12	0	0	20	19
Project	55	10										
2022 Total Traffic	**195**	**1,871**	**8**	**0**	**0**	**0**	**204**	**12**	**0**	**0**	**20**	**19**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Avenue and 69th Street
Saturday PM Peak Hour

	Collins Avenue Northbound			Collins Avenue Southbound			69th Street Eastbound			69th Street Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/23/2019)	97	1,152					216	16	4		15	14
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2019 Peak Season Traffic	99	1175	0	0	0	0	220	16	4	0	15	14
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Committed Developments:												
2022 Background Traffic	100	1,193	0	0	0	0	224	17	4	0	16	14
Project	60	12										
2022 Total Traffic	**160**	**1,205**	**0**	**0**	**0**	**0**	**224**	**17**	**4**	**0**	**16**	**14**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Indian Creek Drive and Abbott Avenue
Friday PM Peak Hour

	Indian Creek Drive Northbound			Indian Creek Drive Southbound			Abbott Avenue Eastbound			Abbott Avenue Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/22/2019)		917			564					1,612		10
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2019 Peak Season Traffic	0	935	0	0	575	0	0	0	0	1644	0	10
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Committed Developments:												
2022 Background Traffic	0	949	0	0	584	0	0	0	0	1,669	0	10
Project					17					51		
2022 Total Traffic	**0**	**949**	**0**	**0**	**601**	**0**	**0**	**0**	**0**	**1,720**	**0**	**10**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Indian Creek Drive and Abbott Avenue
Saturday PM Peak Hour

	Indian Creek Drive Northbound			Indian Creek Drive Southbound			Abbott Avenue Eastbound			Abbott Avenue Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/23/2019)		511			688					1,486		19
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2019 Peak Season Traffic	0	521	0	0	702	0	0	0	0	1516	0	19
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Committed Developments:												
2022 Background Traffic	0	529	0	0	712	0	0	0	0	1,539	0	20
Project					23					58		
2022 Total Traffic	**0**	**529**	**0**	**0**	**735**	**0**	**0**	**0**	**0**	**1,597**	**0**	**20**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Indian Creek Drive and 67th Street
Friday PM Peak Hour

Description	Indian Creek Drive Northbound			Indian Creek Drive Southbound			67th Street Eastbound			67th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/22/2019)		893		138	2,076		3	1	1	95	2	25
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2019 Peak Season Traffic	0	911	0	141	2118	0	3	1	1	97	2	26
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Committed Developments:												
2022 Background Traffic	0	925	0	143	2,149	0	3	1	1	98	2	26
Project				29	39							
2022 Total Traffic	**0**	**925**	**0**	**172**	**2,188**	**0**	**3**	**1**	**1**	**98**	**2**	**26**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Indian Creek Drive and 67th Street
Saturday PM Peak Hour

	Indian Creek Drive Northbound			Indian Creek Drive Southbound			67th Street Eastbound			67th Street Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/23/2019)		488		120	2,068		1	5	4	86	2	17
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2019 Peak Season Traffic	0	498	0	122	2109	0	1	5	4	88	2	17
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Committed Developments:												
2022 Background Traffic	0	505	0	124	2,141	0	1	5	4	89	2	18
Project				38	43							
2022 Total Traffic	**0**	**505**	**0**	**162**	**2,184**	**0**	**1**	**5**	**4**	**89**	**2**	**18**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Harding Avenue and 67th Street
Friday PM Peak Hour

Description	Indian Creek Drive Northbound			Indian Creek Drive Southbound			67th Street Eastbound			67th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/22/2019)		560	66				6	133			2	51
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2019 Peak Season Traffic	0	571	67	0	0	0	6	136	0	0	2	52
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Committed Developments:												
2022 Background Traffic	0	580	68	0	0	0	6	138	0	0	2	53
Project			20									
2022 Total Traffic	**0**	**580**	**88**	**0**	**0**	**0**	**6**	**138**	**0**	**0**	**2**	**53**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Harding Avenue and 67th Street
Saturday PM Peak Hour

	Indian Creek Drive Northbound			Indian Creek Drive Southbound			67th Street Eastbound			67th Street Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/23/2019)		153	38				3	122			17	16
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2019 Peak Season Traffic	0	156	39	0	0	0	3	124	0	0	17	16
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Committed Developments:												
2022 Background Traffic	0	158	39	0	0	0	3	126	0	0	18	17
Project			26									
2022 Total Traffic	**0**	**158**	**65**	**0**	**0**	**0**	**3**	**126**	**0**	**0**	**18**	**17**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Avenue and 67th Street
Friday PM Peak Hour

	Collins Avenue Northbound			Collins Avenue Southbound			67th Street Eastbound			67th Street Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/22/2019)	120	1,967					135					
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2019 Peak Season Traffic	122	2006	0	0	0	0	138	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Committed Developments:												
2022 Background Traffic	124	2,037	0	0	0	0	140	0	0	0	0	0
Project		23					49					
2022 Total Traffic	**124**	**2,060**	**0**	**0**	**0**	**0**	**189**	**0**	**0**	**0**	**0**	**0**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Avenue and 67th Street
Saturday PM Peak Hour

Description	Collins Avenue Northbound			Collins Avenue Southbound			67th Street Eastbound			67th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/23/2019)	91	1,223					98					
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2019 Peak Season Traffic	93	1247	0	0	0	0	100	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Committed Developments:												
2022 Background Traffic	94	1,266	0	0	0	0	101	0	0	0	0	0
Project		30					64					
2022 Total Traffic	**94**	**1,296**	**0**	**0**	**0**	**0**	**165**	**0**	**0**	**0**	**0**	**0**

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APPENDIX F

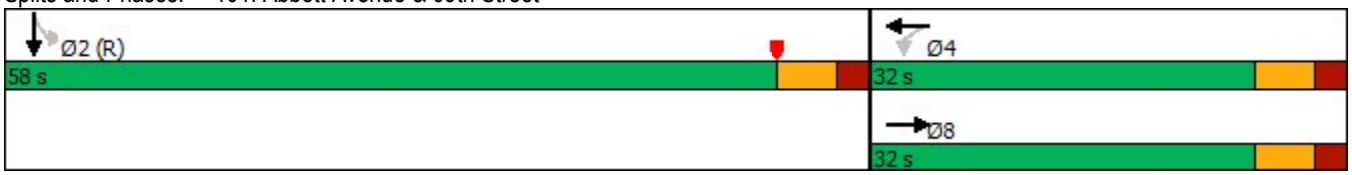
SYNCHRO Analyses

Timings
101: Abbott Avenue & 69th Street

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	64	232	231	1400
Future Volume (vph)	64	232	231	1400
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	31.3	31.3	31.3	30.3
Total Split (s)	32.0	32.0	32.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.3		6.3	6.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	25.7		25.7	51.7
Actuated g/C Ratio	0.29		0.29	0.57
v/c Ratio	0.25		1.48	0.64
Control Delay	19.9		259.0	14.3
Queue Delay	0.0		0.3	0.0
Total Delay	19.9		259.3	14.3
LOS	B		F	B
Approach Delay	19.9		259.3	14.3
Approach LOS	B		F	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 61 (68%), Referenced to phase 2:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.48	
Intersection Signal Delay: 69.4	Intersection LOS: E
Intersection Capacity Utilization 77.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: Abbott Avenue & 69th Street



Queues
101: Abbott Avenue & 69th Street

Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	106	497	1617
v/c Ratio	0.25	1.48	0.64
Control Delay	19.9	259.0	14.3
Queue Delay	0.0	0.3	0.0
Total Delay	19.9	259.3	14.3
Queue Length 50th (ft)	33	~393	209
Queue Length 95th (ft)	75	#583	257
Internal Link Dist (ft)	233	220	221
Turn Bay Length (ft)			
Base Capacity (vph)	427	336	2522
Starvation Cap Reductn	0	9	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.25	1.52	0.64

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
101: Abbott Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	64	34	232	231	0	0	0	0	64	1400	40
Future Volume (vph)	0	64	34	232	231	0	0	0	0	64	1400	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3						6.3	
Lane Util. Factor		1.00			1.00						0.91	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.95			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1423			1463						4386	
Flt Permitted		1.00			0.79						1.00	
Satd. Flow (perm)		1423			1181						4386	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	69	37	249	248	0	0	0	0	69	1505	43
RTOR Reduction (vph)	0	21	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	85	0	0	497	0	0	0	0	0	1614	0
Confl. Peds. (#/hr)			13	13						16		15
Confl. Bikes (#/hr)			5									2
Parking (#/hr)		0	0	0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		25.7			25.7						51.7	
Effective Green, g (s)		25.7			25.7						51.7	
Actuated g/C Ratio		0.29			0.29						0.57	
Clearance Time (s)		6.3			6.3						6.3	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		406			337						2519	
v/s Ratio Prot		0.06										
v/s Ratio Perm					c0.42						0.37	
v/c Ratio		0.21			1.47						0.64	
Uniform Delay, d1		24.4			32.1						12.9	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.2			229.1						1.3	
Delay (s)		24.6			261.3						14.2	
Level of Service		C			F						B	
Approach Delay (s)		24.6			261.3			0.0			14.2	
Approach LOS		C			F			A			B	

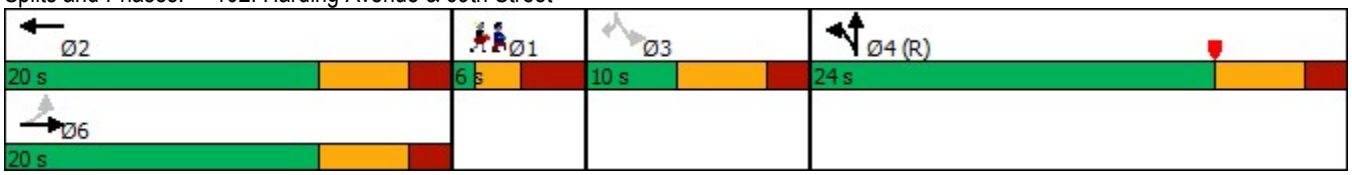
Intersection Summary			
HCM 2000 Control Delay	70.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Timings
102: Harding Avenue & 69th Street

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR	Ø1
Lane Configurations								
Traffic Volume (vph)	11	132	163	256	359	28	48	
Future Volume (vph)	11	132	163	256	359	28	48	
Turn Type	Perm	NA	NA	Split	NA	Perm	Perm	
Protected Phases		6	2	4	4			1
Permitted Phases	6					3	3	
Detector Phase	6	6	2	4	4	3	3	
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	1.0
Minimum Split (s)	26.0	26.0	26.0	30.0	30.0	24.0	24.0	29.0
Total Split (s)	20.0	20.0	20.0	24.0	24.0	10.0	10.0	6.0
Total Split (%)	33.3%	33.3%	33.3%	40.0%	40.0%	16.7%	16.7%	10%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max	C-Max	None	None	None
Act Effct Green (s)		12.3	12.3	27.5	27.5	7.4	7.4	
Actuated g/C Ratio		0.20	0.20	0.46	0.46	0.12	0.12	
v/c Ratio		0.51	0.74	0.41	0.70	0.19	0.14	
Control Delay		27.1	35.3	16.6	25.7	26.3	0.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		27.1	35.3	16.6	25.7	26.3	0.8	
LOS		C	D	B	C	C	A	
Approach Delay		27.1	35.3		22.4			
Approach LOS		C	D		C			

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 7 (12%), Referenced to phase 4:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 24.7	Intersection LOS: C
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: Harding Avenue & 69th Street



Queues
102: Harding Avenue & 69th Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	151	233	269	471	29	51
v/c Ratio	0.51	0.74	0.41	0.70	0.19	0.14
Control Delay	27.1	35.3	16.6	25.7	26.3	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	35.3	16.6	25.7	26.3	0.8
Queue Length 50th (ft)	47	67	76	152	10	0
Queue Length 95th (ft)	95	#154	148	#337	30	0
Internal Link Dist (ft)	220	220		164		
Turn Bay Length (ft)			115			
Base Capacity (vph)	335	351	655	669	156	363
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.66	0.41	0.70	0.19	0.14

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
102: Harding Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	132	0	0	163	58	256	359	88	28	0	48
Future Volume (vph)	11	132	0	0	163	58	256	359	88	28	0	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0		6.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.97		1.00	0.98		1.00		0.90
Flpb, ped/bikes		1.00			1.00		1.00	1.00		0.97		1.00
Frt		1.00			0.96		1.00	0.97		1.00		0.85
Flt Protected		1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)		1496			1416		1433	1439		1390		1150
Flt Permitted		0.96			1.00		0.95	1.00		0.87		1.00
Satd. Flow (perm)		1438			1416		1433	1439		1272		1150
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	139	0	0	172	61	269	378	93	29	0	51
RTOR Reduction (vph)	0	0	0	0	22	0	0	12	0	0	0	47
Lane Group Flow (vph)	0	151	0	0	211	0	269	459	0	29	0	4
Confl. Peds. (#/hr)	54		66	66		54	13		52	52		13
Confl. Bikes (#/hr)			4			3			4			
Parking (#/hr)	0	0			0	0	0	0	0	0		0
Turn Type	Perm	NA			NA		Split	NA		Perm		Perm
Protected Phases		6			2		4	4				
Permitted Phases	6									3		3
Actuated Green, G (s)		12.3			12.3		25.1	25.1		4.6		4.6
Effective Green, g (s)		12.3			12.3		25.1	25.1		4.6		4.6
Actuated g/C Ratio		0.21			0.21		0.42	0.42		0.08		0.08
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0		6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0		3.0
Lane Grp Cap (vph)		294			290		599	601		97		88
v/s Ratio Prot					c0.15		0.19	c0.32				
v/s Ratio Perm		0.11								c0.02		0.00
v/c Ratio		0.51			0.73		0.45	0.76		0.30		0.04
Uniform Delay, d1		21.2			22.3		12.5	14.9		26.2		25.7
Progression Factor		1.00			1.00		1.00	1.00		1.00		1.00
Incremental Delay, d2		1.5			8.8		2.4	8.9		1.7		0.2
Delay (s)		22.7			31.0		14.9	23.8		27.9		25.9
Level of Service		C			C		B	C		C		C
Approach Delay (s)		22.7			31.0			20.6			26.6	
Approach LOS		C			C			C			C	

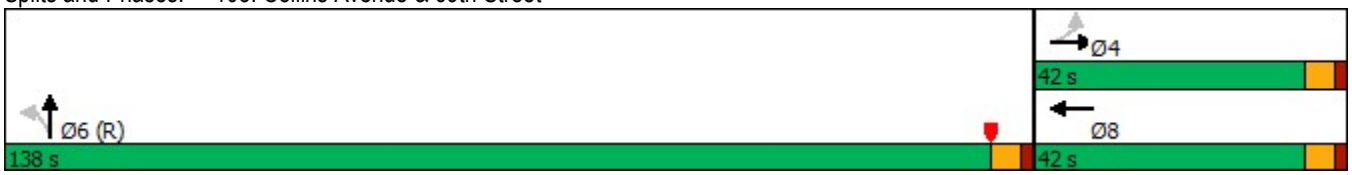
Intersection Summary			
HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings
103: Collins Avenue & 69th Street

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations					
Traffic Volume (vph)	201	12	19	138	1833
Future Volume (vph)	201	12	19	138	1833
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		6
Permitted Phases	4			6	
Detector Phase	4	4	8	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	5.0	5.0
Minimum Split (s)	28.0	28.0	28.0	30.0	30.0
Total Split (s)	42.0	42.0	42.0	138.0	138.0
Total Split (%)	23.3%	23.3%	23.3%	76.7%	76.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)		36.0	36.0	132.0	132.0
Actuated g/C Ratio		0.20	0.20	0.73	0.73
v/c Ratio		1.00	0.12	0.26	0.57
Control Delay		128.6	36.1	6.0	7.7
Queue Delay		35.8	0.0	0.0	0.0
Total Delay		164.3	36.1	6.0	7.7
LOS		F	D	A	A
Approach Delay		164.3	36.1		7.6
Approach LOS		F	D		A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 82 (46%), Referenced to phase 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Collins Avenue & 69th Street



Queues
103: Collins Avenue & 69th Street

Lane Group	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	222	39	144	1917
v/c Ratio	1.00	0.12	0.26	0.57
Control Delay	128.6	36.1	6.0	7.7
Queue Delay	35.8	0.0	0.0	0.0
Total Delay	164.3	36.1	6.0	7.7
Queue Length 50th (ft)	266	19	28	138
Queue Length 95th (ft)	#458	58	m40	m158
Internal Link Dist (ft)	220	462		1280
Turn Bay Length (ft)			120	
Base Capacity (vph)	223	315	546	3350
Starvation Cap Reductn	49	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.28	0.12	0.26	0.57

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
103: Collins Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	201	12	0	0	19	18	138	1833	8	0	0	0
Future Volume (vph)	201	12	0	0	19	18	138	1833	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0				
Lane Util. Factor		1.00			1.00		1.00	0.91				
Frpb, ped/bikes		1.00			0.96		1.00	1.00				
Flpb, ped/bikes		0.94			1.00		0.52	1.00				
Frt		1.00			0.93		1.00	1.00				
Flt Protected		0.96			1.00		0.95	1.00				
Satd. Flow (prot)		1499			1504		745	4570				
Flt Permitted		0.71			1.00		0.95	1.00				
Satd. Flow (perm)		1115			1504		745	4570				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	209	12	0	0	20	19	144	1909	8	0	0	0
RTOR Reduction (vph)	0	0	0	0	15	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	222	0	0	24	0	144	1917	0	0	0	0
Confl. Peds. (#/hr)	29			113		29	128		46			
Confl. Bikes (#/hr)									2			
Parking (#/hr)	0						0		0			
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			6				
Permitted Phases	4						6					
Actuated Green, G (s)		36.0			36.0		132.0	132.0				
Effective Green, g (s)		36.0			36.0		132.0	132.0				
Actuated g/C Ratio		0.20			0.20		0.73	0.73				
Clearance Time (s)		6.0			6.0		6.0	6.0				
Vehicle Extension (s)		2.5			2.5		1.0	1.0				
Lane Grp Cap (vph)		223			300		546	3351				
v/s Ratio Prot					0.02			c0.42				
v/s Ratio Perm		c0.20					0.19					
v/c Ratio		1.00			0.08		0.26	0.57				
Uniform Delay, d1		71.9			58.5		7.9	11.0				
Progression Factor		1.00			1.00		0.63	0.65				
Incremental Delay, d2		58.6			0.1		0.9	0.5				
Delay (s)		130.6			58.6		5.9	7.7				
Level of Service		F			E		A	A				
Approach Delay (s)		130.6			58.6			7.5			0.0	
Approach LOS		F			E			A			A	

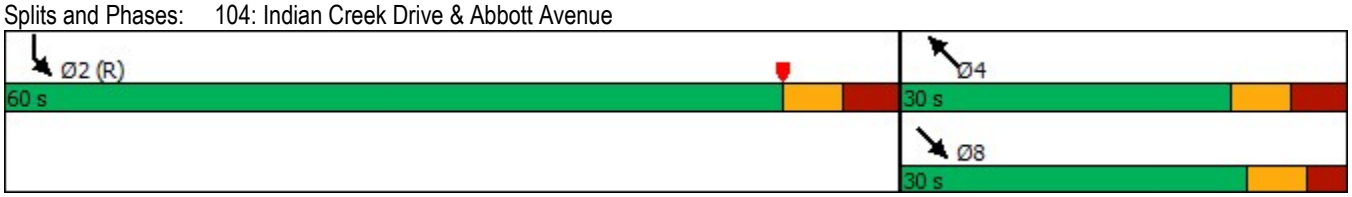
Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
104: Indian Creek Drive & Abbott Avenue

Lane Group	SBL	SET	NWT
Lane Configurations			
Traffic Volume (vph)	1644	575	935
Future Volume (vph)	1644	575	935
Turn Type	Prot	NA	NA
Protected Phases	2	8	4
Permitted Phases			
Detector Phase	2	8	4
Switch Phase			
Minimum Initial (s)	4.0	7.0	7.0
Minimum Split (s)	41.9	24.8	25.9
Total Split (s)	60.0	30.0	30.0
Total Split (%)	66.7%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	3.9	2.8	3.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.9	6.8	7.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	52.1	23.2	22.1
Actuated g/C Ratio	0.58	0.26	0.25
v/c Ratio	0.67	0.50	1.22
Control Delay	14.7	30.2	142.3
Queue Delay	0.0	0.0	0.0
Total Delay	14.7	30.2	142.3
LOS	B	C	F
Approach Delay	14.7	30.2	142.3
Approach LOS	B	C	F

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 83 (92%), Referenced to phase 2:SBL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 55.2	Intersection LOS: E
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 104: Indian Creek Drive & Abbott Avenue



Queues
104: Indian Creek Drive & Abbott Avenue

Lane Group	SBL	SET	NWT
Lane Group Flow (vph)	1688	587	954
v/c Ratio	0.67	0.50	1.22
Control Delay	14.7	30.2	142.3
Queue Delay	0.0	0.0	0.0
Total Delay	14.7	30.2	142.3
Queue Length 50th (ft)	216	104	~354
Queue Length 95th (ft)	265	139	#476
Internal Link Dist (ft)	516	394	423
Turn Bay Length (ft)			
Base Capacity (vph)	2519	1179	782
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.67	0.50	1.22

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
104: Indian Creek Drive & Abbott Avenue

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	1644	10	0	575	935	0
Future Volume (vph)	1644	10	0	575	935	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.9			6.8	7.9	
Lane Util. Factor	0.94			0.91	0.95	
Frpb, ped/bikes	1.00			1.00	1.00	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	0.95			1.00	1.00	
Satd. Flow (prot)	4349			4577	3185	
Flt Permitted	0.95			1.00	1.00	
Satd. Flow (perm)	4349			4577	3185	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1678	10	0	587	954	0
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	1687	0	0	587	954	0
Confl. Peds. (#/hr)		17				11
Confl. Bikes (#/hr)		5				
Parking (#/hr)	0	0				
Turn Type	Prot			NA	NA	
Protected Phases	2			8	4	
Permitted Phases						
Actuated Green, G (s)	52.1			23.2	22.1	
Effective Green, g (s)	52.1			23.2	22.1	
Actuated g/C Ratio	0.58			0.26	0.25	
Clearance Time (s)	7.9			6.8	7.9	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	2517			1179	782	
v/s Ratio Prot	c0.39			0.13	c0.30	
v/s Ratio Perm						
v/c Ratio	0.67			0.50	1.22	
Uniform Delay, d1	13.0			28.4	34.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.4			0.3	110.4	
Delay (s)	14.5			28.8	144.4	
Level of Service	B			C	F	
Approach Delay (s)	14.5			28.8	144.4	
Approach LOS	B			C	F	

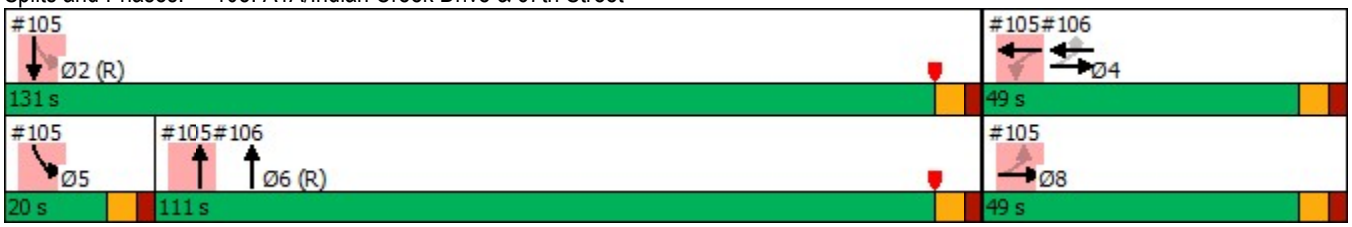
Intersection Summary			
HCM 2000 Control Delay	55.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Timings
105: A1A/Indian Creek Drive & 67th Street

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	3	1	97	2	911	141	2118
Future Volume (vph)	3	1	97	2	911	141	2118
Turn Type	Perm	NA	Perm	NA	NA	pm+pt	NA
Protected Phases		8		4	6	5	2
Permitted Phases	8		4			2	
Detector Phase	8	8	4	4	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	32.7	32.7	32.7	32.7	32.4	11.4	32.4
Total Split (s)	49.0	49.0	49.0	49.0	111.0	20.0	131.0
Total Split (%)	27.2%	27.2%	27.2%	27.2%	61.7%	11.1%	72.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.4
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.4	6.4	6.4
Lead/Lag					Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		24.6		24.6	126.3	142.3	142.3
Actuated g/C Ratio		0.14		0.14	0.70	0.79	0.79
v/c Ratio		0.03		0.77	0.42	0.37	0.88
Control Delay		56.4		96.9	13.1	7.7	19.5
Queue Delay		0.0		0.0	0.0	122.1	0.0
Total Delay		56.4		96.9	13.1	129.8	19.5
LOS		E		F	B	F	B
Approach Delay		56.4		96.9	13.1		26.4
Approach LOS		E		F	B		C

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 99 (55%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 25.4	Intersection LOS: C
Intersection Capacity Utilization 86.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 105: A1A/Indian Creek Drive & 67th Street



Queues
105: A1A/Indian Creek Drive & 67th Street

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	5	130	949	147	2206
v/c Ratio	0.03	0.77	0.42	0.37	0.88
Control Delay	56.4	96.9	13.1	7.7	19.5
Queue Delay	0.0	0.0	0.0	122.1	0.0
Total Delay	56.4	96.9	13.1	129.8	19.5
Queue Length 50th (ft)	4	143	234	36	830
Queue Length 95th (ft)	18	214	356	71	1268
Internal Link Dist (ft)	577	1	158		321
Turn Bay Length (ft)				300	
Base Capacity (vph)	334	286	2234	426	2517
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	398	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.45	0.42	5.25	0.88

Intersection Summary

HCM Signalized Intersection Capacity Analysis
105: A1A/Indian Creek Drive & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	1	97	2	26	0	911	0	141	2118	0
Future Volume (vph)	3	1	1	97	2	26	0	911	0	141	2118	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			6.7			6.4		6.4	6.4	
Lane Util. Factor		1.00			1.00			0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00			1.00		1.00	1.00	
Flpb, ped/bikes		1.00			0.95			1.00		1.00	1.00	
Frt		0.97			0.97			1.00		1.00	1.00	
Flt Protected		0.97			0.96			1.00		0.95	1.00	
Satd. Flow (prot)		1584			1493			3185		1593	3185	
Flt Permitted		0.87			0.77			1.00		0.25	1.00	
Satd. Flow (perm)		1420			1196			3185		427	3185	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	1	1	101	2	27	0	949	0	147	2206	0
RTOR Reduction (vph)	0	1	0	0	6	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	4	0	0	124	0	0	949	0	147	2206	0
Confl. Peds. (#/hr)				30								
Turn Type	Perm	NA		Perm	NA			NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4						2		
Actuated Green, G (s)		24.6			24.6			126.3		142.3	142.3	
Effective Green, g (s)		24.6			24.6			126.3		142.3	142.3	
Actuated g/C Ratio		0.14			0.14			0.70		0.79	0.79	
Clearance Time (s)		6.7			6.7			6.4		6.4	6.4	
Vehicle Extension (s)		2.5			3.5			1.0		3.0	1.0	
Lane Grp Cap (vph)		194			163			2234		399	2517	
v/s Ratio Prot								0.30		0.02	c0.69	
v/s Ratio Perm		0.00			c0.10					0.27		
v/c Ratio		0.02			0.76			0.42		0.37	0.88	
Uniform Delay, d1		67.3			74.9			11.4		6.0	12.9	
Progression Factor		1.00			0.99			1.00		1.00	1.00	
Incremental Delay, d2		0.0			19.2			0.6		0.6	4.7	
Delay (s)		67.3			93.3			12.0		6.6	17.5	
Level of Service		E			F			B		A	B	
Approach Delay (s)		67.3			93.3			12.0			16.9	
Approach LOS		E			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Timings
106: Harding Avenue & 67th Street

Lane Group	EBL	EBT	WBT	WBR	NBT	Ø2	Ø5	Ø8
Lane Configurations								
Traffic Volume (vph)	6	136	2	52	571			
Future Volume (vph)	6	136	2	52	571			
Turn Type	Perm	NA	NA	Perm	NA			
Protected Phases		4	4		6	2	5	8
Permitted Phases	4			4				
Detector Phase	4	4	4	4	6			
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	5.0	7.0
Minimum Split (s)	32.7	32.7	32.7	32.7	32.4	32.4	11.4	32.7
Total Split (s)	49.0	49.0	49.0	49.0	111.0	131.0	20.0	49.0
Total Split (%)	27.2%	27.2%	27.2%	27.2%	61.7%	73%	11%	27%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.4	2.7
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			
Total Lost Time (s)		6.7	6.7	6.7	6.4			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?					Yes		Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	None
Act Effct Green (s)		24.6	24.6	24.6	126.3			
Actuated g/C Ratio		0.14	0.14	0.14	0.70			
v/c Ratio		0.65	0.01	0.24	0.32			
Control Delay		111.6	76.5	17.9	11.6			
Queue Delay		0.0	0.0	0.0	0.1			
Total Delay		111.6	76.5	17.9	11.6			
LOS		F	E	B	B			
Approach Delay		111.6	20.0		11.6			
Approach LOS		F	C		B			

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 99 (55%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 29.2	Intersection LOS: C
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Harding Avenue & 67th Street

Queues
106: Harding Avenue & 67th Street

Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	148	2	54	665
v/c Ratio	0.65	0.01	0.24	0.32
Control Delay	111.6	76.5	17.9	11.6
Queue Delay	0.0	0.0	0.0	0.1
Total Delay	111.6	76.5	17.9	11.6
Queue Length 50th (ft)	186	2	3	145
Queue Length 95th (ft)	266	m3	m26	229
Internal Link Dist (ft)	1	220		145
Turn Bay Length (ft)				
Base Capacity (vph)	390	393	340	2084
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	11	0	277
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.01	0.16	0.37

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
106: Harding Avenue & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	136	0	0	2	52	0	571	67	0	0	0
Future Volume (vph)	6	136	0	0	2	52	0	571	67	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			6.7	6.7		6.4				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	0.98		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.98				
Flt Protected		1.00			1.00	1.00		1.00				
Satd. Flow (prot)		1673			1676	1255		2967				
Flt Permitted		0.99			1.00	1.00		1.00				
Satd. Flow (perm)		1661			1676	1255		2967				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	6	142	0	0	2	54	0	595	70	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	47	0	4	0	0	0	0
Lane Group Flow (vph)	0	148	0	0	2	7	0	661	0	0	0	0
Confl. Peds. (#/hr)						3			5			
Confl. Bikes (#/hr)						2						
Parking (#/hr)				0		0		0	0			
Turn Type	Perm	NA			NA	Perm		NA				
Protected Phases		4			4			6				
Permitted Phases	4					4						
Actuated Green, G (s)		24.6			24.6	24.6		126.3				
Effective Green, g (s)		24.6			24.6	24.6		126.3				
Actuated g/C Ratio		0.14			0.14	0.14		0.70				
Clearance Time (s)		6.7			6.7	6.7		6.4				
Vehicle Extension (s)		3.5			3.5	3.5		1.0				
Lane Grp Cap (vph)		227			229	171		2081				
v/s Ratio Prot					0.00			c0.22				
v/s Ratio Perm		c0.09				0.01						
v/c Ratio		0.65			0.01	0.04		0.32				
Uniform Delay, d1		73.6			67.2	67.5		10.3				
Progression Factor		1.36			1.25	1.44		1.00				
Incremental Delay, d2		6.5			0.0	0.1		0.4				
Delay (s)		106.7			84.0	97.0		10.7				
Level of Service		F			F	F		B				
Approach Delay (s)		106.7			96.5			10.7			0.0	
Approach LOS		F			F			B			A	

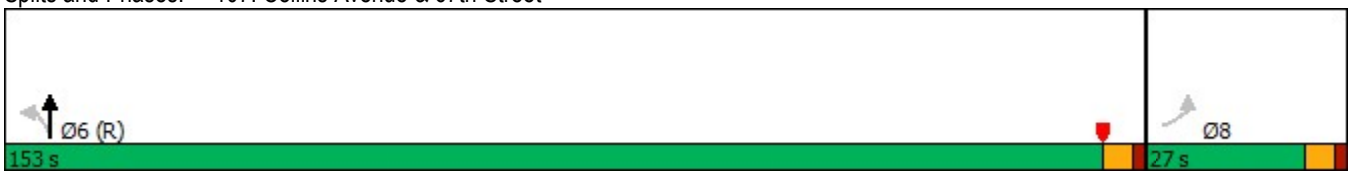
Intersection Summary			
HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings
107: Collins Avenue & 67th Street

Lane Group	EBL	NBT
Lane Configurations		
Traffic Volume (vph)	138	2006
Future Volume (vph)	138	2006
Turn Type	Perm	NA
Protected Phases		6
Permitted Phases	8	
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	27.0	29.0
Total Split (s)	27.0	153.0
Total Split (%)	15.0%	85.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Max
Act Effct Green (s)	21.0	147.0
Actuated g/C Ratio	0.12	0.82
v/c Ratio	1.01	0.64
Control Delay	184.5	7.3
Queue Delay	0.0	0.0
Total Delay	184.5	7.3
LOS	F	A
Approach Delay		7.3
Approach LOS		A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 69 (38%), Referenced to phase 6:NBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 66.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 107: Collins Avenue & 67th Street



Queues
107: Collins Avenue & 67th Street

Lane Group	EBL	NBT
Lane Group Flow (vph)	152	2338
v/c Ratio	1.01	0.64
Control Delay	184.5	7.3
Queue Delay	0.0	0.0
Total Delay	184.5	7.3
Queue Length 50th (ft)	~192	335
Queue Length 95th (ft)	#359	363
Internal Link Dist (ft)		333
Turn Bay Length (ft)		
Base Capacity (vph)	150	3661
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.01	0.64

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
107: Collins Avenue & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	0	0	0	0	0	122	2006	0	0	0	0
Future Volume (vph)	138	0	0	0	0	0	122	2006	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0							6.0				
Lane Util. Factor	1.00							0.91				
Frpb, ped/bikes	1.00							1.00				
Flpb, ped/bikes	0.90							0.98				
Frt	1.00							1.00				
Flt Protected	0.95							1.00				
Satd. Flow (prot)	1286							4484				
Flt Permitted	0.95							1.00				
Satd. Flow (perm)	1286							4484				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	152	0	0	0	0	0	134	2204	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	152	0	0	0	0	0	0	2338	0	0	0	0
Confl. Peds. (#/hr)	40		44				135					135
Confl. Bikes (#/hr)												9
Parking (#/hr)	0						0		0			
Turn Type	Perm						Perm	NA				
Protected Phases								6				
Permitted Phases	8						6					
Actuated Green, G (s)	21.0							147.0				
Effective Green, g (s)	21.0							147.0				
Actuated g/C Ratio	0.12							0.82				
Clearance Time (s)	6.0							6.0				
Vehicle Extension (s)	2.5							1.0				
Lane Grp Cap (vph)	150							3661				
v/s Ratio Prot												
v/s Ratio Perm	c0.12							0.52				
v/c Ratio	1.01							0.64				
Uniform Delay, d1	79.5							6.3				
Progression Factor	1.52							1.00				
Incremental Delay, d2	75.2							0.9				
Delay (s)	195.6							7.2				
Level of Service	F							A				
Approach Delay (s)		195.6			0.0			7.2			0.0	
Approach LOS		F			A			A			A	

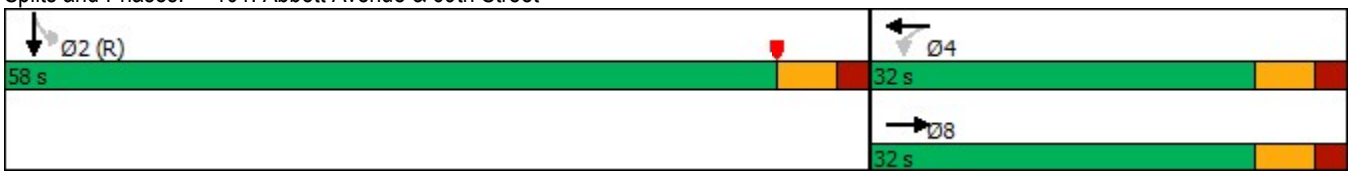
Intersection Summary			
HCM 2000 Control Delay	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
101: Abbott Avenue & 69th Street

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	65	235	234	1422
Future Volume (vph)	65	235	234	1422
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	31.3	31.3	31.3	30.3
Total Split (s)	32.0	32.0	32.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.3		6.3	6.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	25.7		25.7	51.7
Actuated g/C Ratio	0.29		0.29	0.57
v/c Ratio	0.25		1.50	0.65
Control Delay	20.2		269.0	14.5
Queue Delay	0.0		0.3	0.0
Total Delay	20.2		269.3	14.5
LOS	C		F	B
Approach Delay	20.2		269.3	14.5
Approach LOS	C		F	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 61 (68%), Referenced to phase 2:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.50	
Intersection Signal Delay: 71.8	Intersection LOS: E
Intersection Capacity Utilization 78.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: Abbott Avenue & 69th Street



Queues
101: Abbott Avenue & 69th Street

Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	107	505	1642
v/c Ratio	0.25	1.50	0.65
Control Delay	20.2	269.0	14.5
Queue Delay	0.0	0.3	0.0
Total Delay	20.2	269.3	14.5
Queue Length 50th (ft)	34	~402	214
Queue Length 95th (ft)	77	#593	263
Internal Link Dist (ft)	233	220	221
Turn Bay Length (ft)			
Base Capacity (vph)	426	336	2522
Starvation Cap Reductn	0	9	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.25	1.54	0.65

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
101: Abbott Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	65	34	235	234	0	0	0	0	65	1422	40
Future Volume (vph)	0	65	34	235	234	0	0	0	0	65	1422	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3						6.3	
Lane Util. Factor		1.00			1.00						0.91	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.95			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1424			1463						4386	
Flt Permitted		1.00			0.79						1.00	
Satd. Flow (perm)		1424			1180						4386	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	70	37	253	252	0	0	0	0	70	1529	43
RTOR Reduction (vph)	0	20	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	87	0	0	505	0	0	0	0	0	1639	0
Confl. Peds. (#/hr)			13	13						16		15
Confl. Bikes (#/hr)			5									2
Parking (#/hr)		0	0	0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		25.7			25.7						51.7	
Effective Green, g (s)		25.7			25.7						51.7	
Actuated g/C Ratio		0.29			0.29						0.57	
Clearance Time (s)		6.3			6.3						6.3	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		406			336						2519	
v/s Ratio Prot		0.06										
v/s Ratio Perm					c0.43						0.37	
v/c Ratio		0.21			1.50						0.65	
Uniform Delay, d1		24.5			32.1						13.0	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.2			241.4						1.3	
Delay (s)		24.7			273.5						14.3	
Level of Service		C			F						B	
Approach Delay (s)		24.7			273.5			0.0			14.3	
Approach LOS		C			F			A			B	

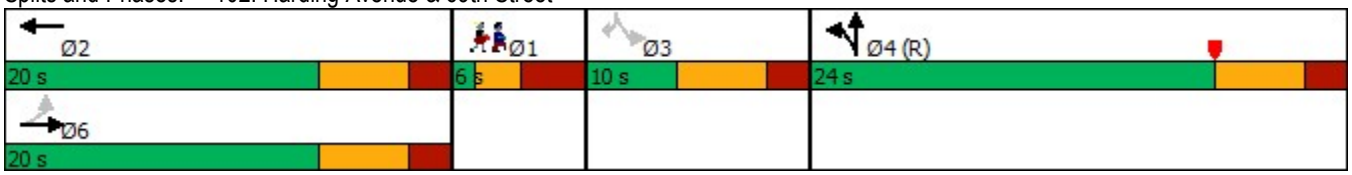
Intersection Summary			
HCM 2000 Control Delay	72.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Timings
102: Harding Avenue & 69th Street

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR	Ø1
Lane Configurations								
Traffic Volume (vph)	11	134	166	260	364	28	49	
Future Volume (vph)	11	134	166	260	364	28	49	
Turn Type	Perm	NA	NA	Split	NA	Perm	Perm	
Protected Phases		6	2	4	4			1
Permitted Phases	6					3	3	
Detector Phase	6	6	2	4	4	3	3	
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	1.0
Minimum Split (s)	26.0	26.0	26.0	30.0	30.0	24.0	24.0	29.0
Total Split (s)	20.0	20.0	20.0	24.0	24.0	10.0	10.0	6.0
Total Split (%)	33.3%	33.3%	33.3%	40.0%	40.0%	16.7%	16.7%	10%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max	C-Max	None	None	None
Act Effct Green (s)		12.4	12.4	27.4	27.4	7.4	7.4	
Actuated g/C Ratio		0.21	0.21	0.46	0.46	0.12	0.12	
v/c Ratio		0.52	0.75	0.42	0.72	0.19	0.14	
Control Delay		27.2	36.0	16.8	26.2	26.3	0.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		27.2	36.0	16.8	26.2	26.3	0.8	
LOS		C	D	B	C	C	A	
Approach Delay		27.2	36.0		22.8			
Approach LOS		C	D		C			

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 7 (12%), Referenced to phase 4:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 56.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: Harding Avenue & 69th Street



Queues
102: Harding Avenue & 69th Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	153	237	274	477	29	52
v/c Ratio	0.52	0.75	0.42	0.72	0.19	0.14
Control Delay	27.2	36.0	16.8	26.2	26.3	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	36.0	16.8	26.2	26.3	0.8
Queue Length 50th (ft)	48	68	78	155	10	0
Queue Length 95th (ft)	97	#159	151	#342	30	0
Internal Link Dist (ft)	220	220		164		
Turn Bay Length (ft)			115			
Base Capacity (vph)	335	351	653	667	156	363
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.68	0.42	0.72	0.19	0.14

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
102: Harding Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	134	0	0	166	59	260	364	89	28	0	49
Future Volume (vph)	11	134	0	0	166	59	260	364	89	28	0	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0		6.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.97		1.00	0.98		1.00		0.90
Flpb, ped/bikes		1.00			1.00		1.00	1.00		0.97		1.00
Frt		1.00			0.96		1.00	0.97		1.00		0.85
Flt Protected		1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)		1496			1416		1433	1439		1390		1150
Flt Permitted		0.96			1.00		0.95	1.00		0.87		1.00
Satd. Flow (perm)		1438			1416		1433	1439		1272		1150
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	141	0	0	175	62	274	383	94	29	0	52
RTOR Reduction (vph)	0	0	0	0	22	0	0	12	0	0	0	48
Lane Group Flow (vph)	0	153	0	0	215	0	274	465	0	29	0	4
Confl. Peds. (#/hr)	54		66	66		54	13		52	52		13
Confl. Bikes (#/hr)			4			3			4			
Parking (#/hr)	0	0			0	0	0	0	0	0		0
Turn Type	Perm	NA			NA		Split	NA		Perm		Perm
Protected Phases		6			2		4	4				
Permitted Phases	6									3		3
Actuated Green, G (s)		12.4			12.4		25.0	25.0		4.6		4.6
Effective Green, g (s)		12.4			12.4		25.0	25.0		4.6		4.6
Actuated g/C Ratio		0.21			0.21		0.42	0.42		0.08		0.08
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0		6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0		3.0
Lane Grp Cap (vph)		297			292		597	599		97		88
v/s Ratio Prot					c0.15		0.19	c0.32				
v/s Ratio Perm		0.11								c0.02		0.00
v/c Ratio		0.52			0.74		0.46	0.78		0.30		0.05
Uniform Delay, d1		21.1			22.3		12.6	15.1		26.2		25.7
Progression Factor		1.00			1.00		1.00	1.00		1.00		1.00
Incremental Delay, d2		1.5			9.3		2.5	9.5		1.7		0.2
Delay (s)		22.6			31.5		15.2	24.6		27.9		25.9
Level of Service		C			C		B	C		C		C
Approach Delay (s)		22.6			31.5			21.1			26.6	
Approach LOS		C			C			C			C	

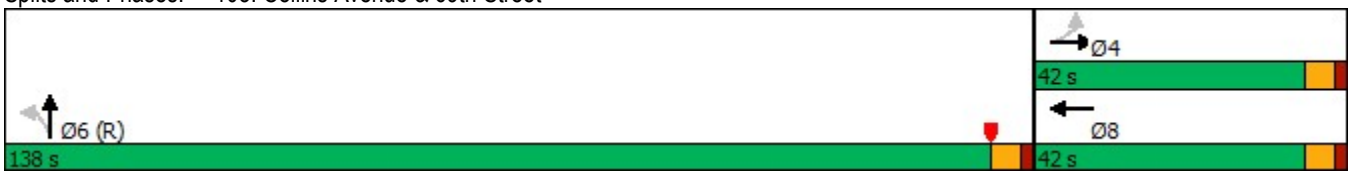
Intersection Summary			
HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	56.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings
103: Collins Avenue & 69th Street

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations					
Traffic Volume (vph)	204	12	20	140	1861
Future Volume (vph)	204	12	20	140	1861
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		6
Permitted Phases	4			6	
Detector Phase	4	4	8	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	5.0	5.0
Minimum Split (s)	28.0	28.0	28.0	30.0	30.0
Total Split (s)	42.0	42.0	42.0	138.0	138.0
Total Split (%)	23.3%	23.3%	23.3%	76.7%	76.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)		36.0	36.0	132.0	132.0
Actuated g/C Ratio		0.20	0.20	0.73	0.73
v/c Ratio		1.02	0.13	0.27	0.58
Control Delay		133.3	35.8	6.0	7.8
Queue Delay		30.0	0.0	0.0	0.0
Total Delay		163.3	35.8	6.0	7.8
LOS		F	D	A	A
Approach Delay		163.3	35.8		7.7
Approach LOS		F	D		A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 82 (46%), Referenced to phase 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Collins Avenue & 69th Street



Queues
103: Collins Avenue & 69th Street

Lane Group	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	226	41	146	1947
v/c Ratio	1.02	0.13	0.27	0.58
Control Delay	133.3	35.8	6.0	7.8
Queue Delay	30.0	0.0	0.0	0.0
Total Delay	163.3	35.8	6.0	7.8
Queue Length 50th (ft)	~281	20	29	145
Queue Length 95th (ft)	#469	59	m41	m165
Internal Link Dist (ft)	220	462		1280
Turn Bay Length (ft)			120	
Base Capacity (vph)	222	316	546	3350
Starvation Cap Reductn	48	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.30	0.13	0.27	0.58

Intersection Summary

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

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

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

HCM Signalized Intersection Capacity Analysis
103: Collins Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	12	0	0	20	19	140	1861	8	0	0	0
Future Volume (vph)	204	12	0	0	20	19	140	1861	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0				
Lane Util. Factor		1.00			1.00		1.00	0.91				
Frpb, ped/bikes		1.00			0.96		1.00	1.00				
Flpb, ped/bikes		0.94			1.00		0.52	1.00				
Frt		1.00			0.93		1.00	1.00				
Flt Protected		0.95			1.00		0.95	1.00				
Satd. Flow (prot)		1500			1504		745	4570				
Flt Permitted		0.71			1.00		0.95	1.00				
Satd. Flow (perm)		1112			1504		745	4570				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	212	12	0	0	21	20	146	1939	8	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	226	0	0	25	0	146	1947	0	0	0	0
Confl. Peds. (#/hr)	29			113		29	128		46			
Confl. Bikes (#/hr)									2			
Parking (#/hr)	0						0		0			
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			6				
Permitted Phases	4						6					
Actuated Green, G (s)		36.0			36.0		132.0	132.0				
Effective Green, g (s)		36.0			36.0		132.0	132.0				
Actuated g/C Ratio		0.20			0.20		0.73	0.73				
Clearance Time (s)		6.0			6.0		6.0	6.0				
Vehicle Extension (s)		2.5			2.5		1.0	1.0				
Lane Grp Cap (vph)		222			300		546	3351				
v/s Ratio Prot					0.02			c0.43				
v/s Ratio Perm		c0.20					0.20					
v/c Ratio		1.02			0.08		0.27	0.58				
Uniform Delay, d1		72.0			58.6		8.0	11.2				
Progression Factor		1.00			1.00		0.63	0.64				
Incremental Delay, d2		65.1			0.1		0.9	0.5				
Delay (s)		137.1			58.7		5.9	7.7				
Level of Service		F			E		A	A				
Approach Delay (s)		137.1			58.7			7.6			0.0	
Approach LOS		F			E			A			A	

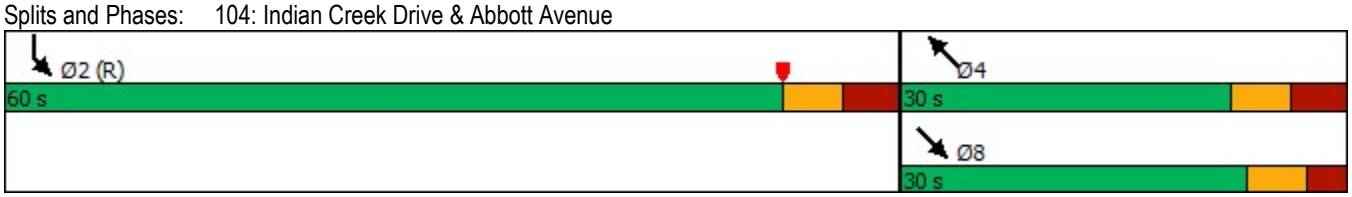
Intersection Summary			
HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
104: Indian Creek Drive & Abbott Avenue

Lane Group	SBL	SET	NWT
Lane Configurations			
Traffic Volume (vph)	1669	584	949
Future Volume (vph)	1669	584	949
Turn Type	Prot	NA	NA
Protected Phases	2	8	4
Permitted Phases			
Detector Phase	2	8	4
Switch Phase			
Minimum Initial (s)	4.0	7.0	7.0
Minimum Split (s)	41.9	24.8	25.9
Total Split (s)	60.0	30.0	30.0
Total Split (%)	66.7%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	3.9	2.8	3.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.9	6.8	7.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	52.1	23.2	22.1
Actuated g/C Ratio	0.58	0.26	0.25
v/c Ratio	0.68	0.51	1.24
Control Delay	14.9	30.3	149.5
Queue Delay	0.0	0.0	0.0
Total Delay	14.9	30.3	149.5
LOS	B	C	F
Approach Delay	14.9	30.3	149.5
Approach LOS	B	C	F

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 83 (92%), Referenced to phase 2:SBL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 57.5	Intersection LOS: E
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 104: Indian Creek Drive & Abbott Avenue



Queues
104: Indian Creek Drive & Abbott Avenue

Lane Group	SBL	SET	NWT
Lane Group Flow (vph)	1713	596	968
v/c Ratio	0.68	0.51	1.24
Control Delay	14.9	30.3	149.5
Queue Delay	0.0	0.0	0.0
Total Delay	14.9	30.3	149.5
Queue Length 50th (ft)	221	106	~363
Queue Length 95th (ft)	272	142	#485
Internal Link Dist (ft)	460	440	383
Turn Bay Length (ft)			
Base Capacity (vph)	2519	1179	782
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.68	0.51	1.24

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
104: Indian Creek Drive & Abbott Avenue

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	1669	10	0	584	949	0
Future Volume (vph)	1669	10	0	584	949	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.9			6.8	7.9	
Lane Util. Factor	0.94			0.91	0.95	
Frpb, ped/bikes	1.00			1.00	1.00	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	0.95			1.00	1.00	
Satd. Flow (prot)	4349			4577	3185	
Flt Permitted	0.95			1.00	1.00	
Satd. Flow (perm)	4349			4577	3185	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1703	10	0	596	968	0
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	1712	0	0	596	968	0
Confl. Peds. (#/hr)		17				11
Confl. Bikes (#/hr)		5				
Parking (#/hr)	0	0				
Turn Type	Prot			NA	NA	
Protected Phases	2			8	4	
Permitted Phases						
Actuated Green, G (s)	52.1			23.2	22.1	
Effective Green, g (s)	52.1			23.2	22.1	
Actuated g/C Ratio	0.58			0.26	0.25	
Clearance Time (s)	7.9			6.8	7.9	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	2517			1179	782	
v/s Ratio Prot	c0.39			0.13	c0.30	
v/s Ratio Perm						
v/c Ratio	0.68			0.51	1.24	
Uniform Delay, d1	13.2			28.5	34.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.5			0.3	117.9	
Delay (s)	14.7			28.8	151.9	
Level of Service	B			C	F	
Approach Delay (s)	14.7			28.8	151.9	
Approach LOS	B			C	F	

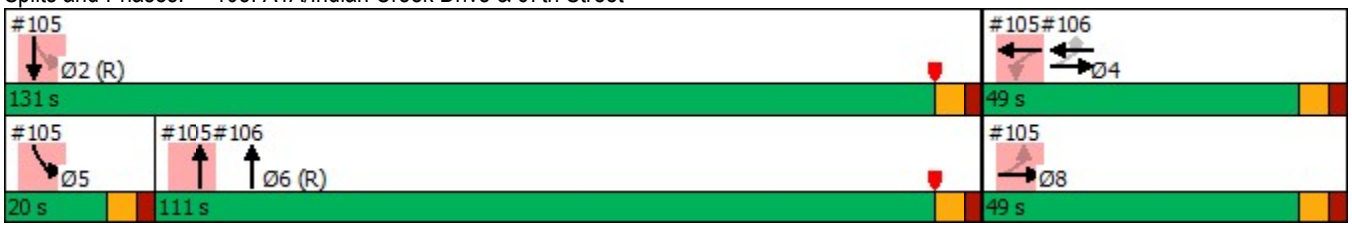
Intersection Summary			
HCM 2000 Control Delay	57.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Timings
105: A1A/Indian Creek Drive & 67th Street

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	3	1	98	2	925	143	2149
Future Volume (vph)	3	1	98	2	925	143	2149
Turn Type	Perm	NA	Perm	NA	NA	pm+pt	NA
Protected Phases		8		4	6	5	2
Permitted Phases	8		4			2	
Detector Phase	8	8	4	4	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	32.7	32.7	32.7	32.7	32.4	11.4	32.4
Total Split (s)	49.0	49.0	49.0	49.0	111.0	20.0	131.0
Total Split (%)	27.2%	27.2%	27.2%	27.2%	61.7%	11.1%	72.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.4
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.4	6.4	6.4
Lead/Lag					Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		24.7		24.7	126.1	142.2	142.2
Actuated g/C Ratio		0.14		0.14	0.70	0.79	0.79
v/c Ratio		0.03		0.77	0.43	0.38	0.89
Control Delay		56.2		96.9	13.4	7.9	20.6
Queue Delay		0.0		0.0	0.0	122.1	0.0
Total Delay		56.2		96.9	13.4	130.0	20.6
LOS		E		F	B	F	C
Approach Delay		56.2		96.9	13.4		27.4
Approach LOS		E		F	B		C

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 99 (55%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 26.2	Intersection LOS: C
Intersection Capacity Utilization 87.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 105: A1A/Indian Creek Drive & 67th Street



Queues
105: A1A/Indian Creek Drive & 67th Street

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	5	131	964	149	2239
v/c Ratio	0.03	0.77	0.43	0.38	0.89
Control Delay	56.2	96.9	13.4	7.9	20.6
Queue Delay	0.0	0.0	0.0	122.1	0.0
Total Delay	56.2	96.9	13.4	130.0	20.6
Queue Length 50th (ft)	4	145	239	36	874
Queue Length 95th (ft)	18	215	366	73	1342
Internal Link Dist (ft)	577	1	158		321
Turn Bay Length (ft)				300	
Base Capacity (vph)	334	286	2231	419	2515
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	391	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.46	0.43	5.32	0.89

Intersection Summary

HCM Signalized Intersection Capacity Analysis
105: A1A/Indian Creek Drive & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	1	98	2	26	0	925	0	143	2149	0
Future Volume (vph)	3	1	1	98	2	26	0	925	0	143	2149	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			6.7			6.4		6.4	6.4	
Lane Util. Factor		1.00			1.00			0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00			1.00		1.00	1.00	
Flpb, ped/bikes		1.00			0.95			1.00		1.00	1.00	
Frt		0.97			0.97			1.00		1.00	1.00	
Flt Protected		0.97			0.96			1.00		0.95	1.00	
Satd. Flow (prot)		1584			1493			3185		1593	3185	
Flt Permitted		0.87			0.77			1.00		0.25	1.00	
Satd. Flow (perm)		1420			1195			3185		418	3185	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	1	1	102	2	27	0	964	0	149	2239	0
RTOR Reduction (vph)	0	1	0	0	6	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	4	0	0	125	0	0	964	0	149	2239	0
Confl. Peds. (#/hr)				30								
Turn Type	Perm	NA		Perm	NA			NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4						2		
Actuated Green, G (s)		24.7			24.7			126.1		142.2	142.2	
Effective Green, g (s)		24.7			24.7			126.1		142.2	142.2	
Actuated g/C Ratio		0.14			0.14			0.70		0.79	0.79	
Clearance Time (s)		6.7			6.7			6.4		6.4	6.4	
Vehicle Extension (s)		2.5			3.5			1.0		3.0	1.0	
Lane Grp Cap (vph)		194			163			2231		393	2516	
v/s Ratio Prot								0.30		0.02	c0.70	
v/s Ratio Perm		0.00			c0.10					0.28		
v/c Ratio		0.02			0.77			0.43		0.38	0.89	
Uniform Delay, d1		67.2			74.9			11.6		6.2	13.4	
Progression Factor		1.00			0.99			1.00		1.00	1.00	
Incremental Delay, d2		0.0			19.7			0.6		0.6	5.2	
Delay (s)		67.2			93.9			12.2		6.8	18.6	
Level of Service		E			F			B		A	B	
Approach Delay (s)		67.2			93.9			12.2			17.9	
Approach LOS		E			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Timings
106: Harding Avenue & 67th Street

Lane Group	EBL	EBT	WBT	WBR	NBT	Ø2	Ø5	Ø8
Lane Configurations								
Traffic Volume (vph)	6	138	2	53	580			
Future Volume (vph)	6	138	2	53	580			
Turn Type	Perm	NA	NA	Perm	NA			
Protected Phases		4	4		6	2	5	8
Permitted Phases	4			4				
Detector Phase	4	4	4	4	6			
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	5.0	7.0
Minimum Split (s)	32.7	32.7	32.7	32.7	32.4	32.4	11.4	32.7
Total Split (s)	49.0	49.0	49.0	49.0	111.0	131.0	20.0	49.0
Total Split (%)	27.2%	27.2%	27.2%	27.2%	61.7%	73%	11%	27%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.4	2.7
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			
Total Lost Time (s)		6.7	6.7	6.7	6.4			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?					Yes		Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	None
Act Effct Green (s)		24.7	24.7	24.7	126.1			
Actuated g/C Ratio		0.14	0.14	0.14	0.70			
v/c Ratio		0.66	0.01	0.25	0.32			
Control Delay		111.8	72.5	18.9	11.7			
Queue Delay		0.0	0.0	0.0	0.1			
Total Delay		111.8	72.5	18.9	11.8			
LOS		F	E	B	B			
Approach Delay		111.8	20.7		11.8			
Approach LOS		F	C		B			

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 99 (55%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 29.4	Intersection LOS: C
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Harding Avenue & 67th Street

Queues
106: Harding Avenue & 67th Street

Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	150	2	55	675
v/c Ratio	0.66	0.01	0.25	0.32
Control Delay	111.8	72.5	18.9	11.7
Queue Delay	0.0	0.0	0.0	0.1
Total Delay	111.8	72.5	18.9	11.8
Queue Length 50th (ft)	188	2	3	148
Queue Length 95th (ft)	271	m3	m27	235
Internal Link Dist (ft)	1	220		145
Turn Bay Length (ft)				
Base Capacity (vph)	390	393	340	2081
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	11	0	277
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.01	0.16	0.37

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
106: Harding Avenue & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	138	0	0	2	53	0	580	68	0	0	0
Future Volume (vph)	6	138	0	0	2	53	0	580	68	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			6.7	6.7		6.4				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	0.98		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.98				
Flt Protected		1.00			1.00	1.00		1.00				
Satd. Flow (prot)		1673			1676	1255		2967				
Flt Permitted		0.99			1.00	1.00		1.00				
Satd. Flow (perm)		1661			1676	1255		2967				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	6	144	0	0	2	55	0	604	71	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	47	0	4	0	0	0	0
Lane Group Flow (vph)	0	150	0	0	2	8	0	671	0	0	0	0
Confl. Peds. (#/hr)						3			5			
Confl. Bikes (#/hr)						2						
Parking (#/hr)				0		0		0	0			
Turn Type	Perm	NA			NA	Perm		NA				
Protected Phases		4			4			6				
Permitted Phases	4					4						
Actuated Green, G (s)		24.7			24.7	24.7		126.1				
Effective Green, g (s)		24.7			24.7	24.7		126.1				
Actuated g/C Ratio		0.14			0.14	0.14		0.70				
Clearance Time (s)		6.7			6.7	6.7		6.4				
Vehicle Extension (s)		3.5			3.5	3.5		1.0				
Lane Grp Cap (vph)		227			229	172		2078				
v/s Ratio Prot					0.00			c0.23				
v/s Ratio Perm		c0.09				0.01						
v/c Ratio		0.66			0.01	0.04		0.32				
Uniform Delay, d1		73.7			67.1	67.4		10.4				
Progression Factor		1.36			1.18	1.46		1.00				
Incremental Delay, d2		7.0			0.0	0.1		0.4				
Delay (s)		107.4			79.4	98.5		10.8				
Level of Service		F			E	F		B				
Approach Delay (s)		107.4			97.8			10.8			0.0	
Approach LOS		F			F			B			A	

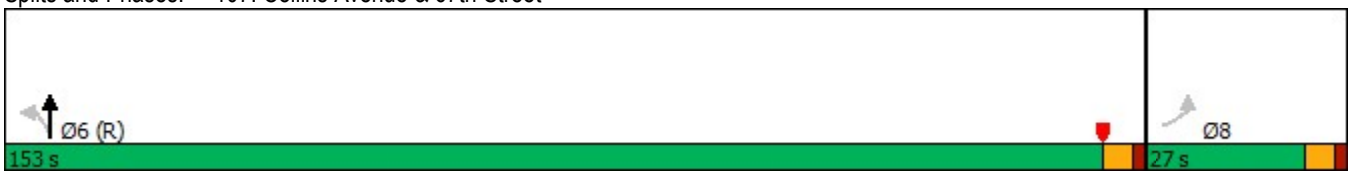
Intersection Summary			
HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings
107: Collins Avenue & 67th Street

Lane Group	EBL	NBT
Lane Configurations		
Traffic Volume (vph)	140	2037
Future Volume (vph)	140	2037
Turn Type	Perm	NA
Protected Phases		6
Permitted Phases	8	
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	27.0	29.0
Total Split (s)	27.0	153.0
Total Split (%)	15.0%	85.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Max
Act Effct Green (s)	21.0	147.0
Actuated g/C Ratio	0.12	0.82
v/c Ratio	1.03	0.65
Control Delay	186.2	7.4
Queue Delay	0.0	0.0
Total Delay	186.2	7.4
LOS	F	A
Approach Delay		7.4
Approach LOS		A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 69 (38%), Referenced to phase 6:NBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 67.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 107: Collins Avenue & 67th Street



Queues
107: Collins Avenue & 67th Street

Lane Group	EBL	NBT
Lane Group Flow (vph)	154	2374
v/c Ratio	1.03	0.65
Control Delay	186.2	7.4
Queue Delay	0.0	0.0
Total Delay	186.2	7.4
Queue Length 50th (ft)	~197	347
Queue Length 95th (ft)	#364	374
Internal Link Dist (ft)		333
Turn Bay Length (ft)		
Base Capacity (vph)	150	3661
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.03	0.65

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
107: Collins Avenue & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	0	0	0	0	0	124	2037	0	0	0	0
Future Volume (vph)	140	0	0	0	0	0	124	2037	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0							6.0				
Lane Util. Factor	1.00							0.91				
Frpb, ped/bikes	1.00							1.00				
Flpb, ped/bikes	0.90							0.98				
Frt	1.00							1.00				
Flt Protected	0.95							1.00				
Satd. Flow (prot)	1286							4484				
Flt Permitted	0.95							1.00				
Satd. Flow (perm)	1286							4484				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	154	0	0	0	0	0	136	2238	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	154	0	0	0	0	0	0	2374	0	0	0	0
Confl. Peds. (#/hr)	40		44				135					135
Confl. Bikes (#/hr)												9
Parking (#/hr)	0						0		0			
Turn Type	Perm						Perm	NA				
Protected Phases								6				
Permitted Phases	8						6					
Actuated Green, G (s)	21.0							147.0				
Effective Green, g (s)	21.0							147.0				
Actuated g/C Ratio	0.12							0.82				
Clearance Time (s)	6.0							6.0				
Vehicle Extension (s)	2.5							1.0				
Lane Grp Cap (vph)	150							3661				
v/s Ratio Prot												
v/s Ratio Perm	c0.12							0.53				
v/c Ratio	1.03							0.65				
Uniform Delay, d1	79.5							6.4				
Progression Factor	1.51							1.00				
Incremental Delay, d2	78.7							0.9				
Delay (s)	199.1							7.3				
Level of Service	F							A				
Approach Delay (s)		199.1			0.0			7.3			0.0	
Approach LOS		F			A			A			A	

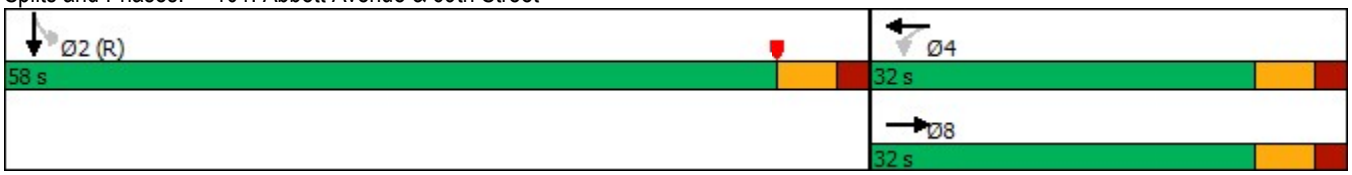
Intersection Summary			
HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
101: Abbott Avenue & 69th Street

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	65	274	234	1434
Future Volume (vph)	65	274	234	1434
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	31.3	31.3	31.3	30.3
Total Split (s)	32.0	32.0	32.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.3		6.3	6.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	25.7		25.7	51.7
Actuated g/C Ratio	0.29		0.29	0.57
v/c Ratio	0.25		1.65	0.66
Control Delay	20.4		332.9	14.6
Queue Delay	0.0		0.2	0.0
Total Delay	20.4		333.1	14.6
LOS	C		F	B
Approach Delay	20.4		333.1	14.6
Approach LOS	C		F	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 61 (68%), Referenced to phase 2:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.65	
Intersection Signal Delay: 90.3	Intersection LOS: F
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: Abbott Avenue & 69th Street



Queues
101: Abbott Avenue & 69th Street

Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	107	547	1655
v/c Ratio	0.25	1.65	0.66
Control Delay	20.4	332.9	14.6
Queue Delay	0.0	0.2	0.0
Total Delay	20.4	333.1	14.6
Queue Length 50th (ft)	34	~456	217
Queue Length 95th (ft)	77	#652	267
Internal Link Dist (ft)	233	220	221
Turn Bay Length (ft)			
Base Capacity (vph)	425	331	2523
Starvation Cap Reductn	0	5	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.25	1.68	0.66

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
101: Abbott Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	65	34	274	234	0	0	0	0	65	1434	40
Future Volume (vph)	0	65	34	274	234	0	0	0	0	65	1434	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3						6.3	
Lane Util. Factor		1.00			1.00						0.91	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.95			1.00						1.00	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1424			1460						4387	
Flt Permitted		1.00			0.77						1.00	
Satd. Flow (perm)		1424			1160						4387	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	70	37	295	252	0	0	0	0	70	1542	43
RTOR Reduction (vph)	0	19	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	88	0	0	547	0	0	0	0	0	1652	0
Confl. Peds. (#/hr)			13	13						16		15
Confl. Bikes (#/hr)			5									2
Parking (#/hr)		0	0	0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		25.7			25.7						51.7	
Effective Green, g (s)		25.7			25.7						51.7	
Actuated g/C Ratio		0.29			0.29						0.57	
Clearance Time (s)		6.3			6.3						6.3	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		406			331						2520	
v/s Ratio Prot		0.06										
v/s Ratio Perm					c0.47						0.38	
v/c Ratio		0.22			1.65						0.66	
Uniform Delay, d1		24.5			32.1						13.1	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.2			306.8						1.3	
Delay (s)		24.7			339.0						14.4	
Level of Service		C			F						B	
Approach Delay (s)		24.7			339.0			0.0			14.4	
Approach LOS		C			F			A			B	

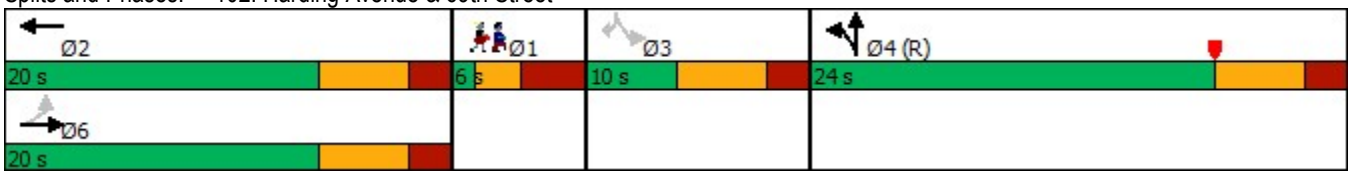
Intersection Summary			
HCM 2000 Control Delay	91.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Timings
102: Harding Avenue & 69th Street

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR	Ø1
Lane Configurations								
Traffic Volume (vph)	11	134	205	260	364	28	49	
Future Volume (vph)	11	134	205	260	364	28	49	
Turn Type	Perm	NA	NA	Split	NA	Perm	Perm	
Protected Phases		6	2	4	4			1
Permitted Phases	6					3	3	
Detector Phase	6	6	2	4	4	3	3	
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	1.0
Minimum Split (s)	26.0	26.0	26.0	30.0	30.0	24.0	24.0	29.0
Total Split (s)	20.0	20.0	20.0	24.0	24.0	10.0	10.0	6.0
Total Split (%)	33.3%	33.3%	33.3%	40.0%	40.0%	16.7%	16.7%	10%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max	C-Max	None	None	None
Act Effct Green (s)		13.4	13.4	26.4	26.4	7.4	7.4	
Actuated g/C Ratio		0.22	0.22	0.44	0.44	0.12	0.12	
v/c Ratio		0.48	0.87	0.44	0.74	0.19	0.14	
Control Delay		25.6	48.2	17.2	27.6	26.3	0.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		25.6	48.2	17.2	27.6	26.3	0.8	
LOS		C	D	B	C	C	A	
Approach Delay		25.6	48.2		23.8			
Approach LOS		C	D		C			

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 7 (12%), Referenced to phase 4:NBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 28.8	Intersection LOS: C
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 102: Harding Avenue & 69th Street



Queues
102: Harding Avenue & 69th Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	153	295	274	477	29	52
v/c Ratio	0.48	0.87	0.44	0.74	0.19	0.14
Control Delay	25.6	48.2	17.2	27.6	26.3	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	48.2	17.2	27.6	26.3	0.8
Queue Length 50th (ft)	48	92	78	155	10	0
Queue Length 95th (ft)	97	#217	151	#342	30	0
Internal Link Dist (ft)	220	220		164		
Turn Bay Length (ft)			115			
Base Capacity (vph)	334	352	629	643	156	363
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.84	0.44	0.74	0.19	0.14

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
102: Harding Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	134	0	0	205	75	260	364	89	28	0	49
Future Volume (vph)	11	134	0	0	205	75	260	364	89	28	0	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0		6.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.97		1.00	0.98		1.00		0.90
Flpb, ped/bikes		1.00			1.00		1.00	1.00		0.97		1.00
Frt		1.00			0.96		1.00	0.97		1.00		0.85
Flt Protected		1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)		1497			1414		1433	1439		1390		1150
Flt Permitted		0.95			1.00		0.95	1.00		0.87		1.00
Satd. Flow (perm)		1434			1414		1433	1439		1272		1150
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	141	0	0	216	79	274	383	94	29	0	52
RTOR Reduction (vph)	0	0	0	0	23	0	0	13	0	0	0	48
Lane Group Flow (vph)	0	153	0	0	272	0	274	464	0	29	0	4
Confl. Peds. (#/hr)	54		66	66		54	13		52	52		13
Confl. Bikes (#/hr)			4			3			4			
Parking (#/hr)	0	0			0	0	0	0	0	0		0
Turn Type	Perm	NA			NA		Split	NA		Perm		Perm
Protected Phases		6			2		4	4				
Permitted Phases	6									3		3
Actuated Green, G (s)		13.4			13.4		24.0	24.0		4.6		4.6
Effective Green, g (s)		13.4			13.4		24.0	24.0		4.6		4.6
Actuated g/C Ratio		0.22			0.22		0.40	0.40		0.08		0.08
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0		6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0		3.0
Lane Grp Cap (vph)		320			315		573	575		97		88
v/s Ratio Prot					c0.19		0.19	c0.32				
v/s Ratio Perm		0.11								c0.02		0.00
v/c Ratio		0.48			0.87		0.48	0.81		0.30		0.05
Uniform Delay, d1		20.3			22.4		13.4	16.0		26.2		25.7
Progression Factor		1.00			1.00		1.00	1.00		1.00		1.00
Incremental Delay, d2		1.1			21.1		2.8	11.6		1.7		0.2
Delay (s)		21.4			43.5		16.2	27.5		27.9		25.9
Level of Service		C			D		B	C		C		C
Approach Delay (s)		21.4			43.5			23.4			26.6	
Approach LOS		C			D			C			C	

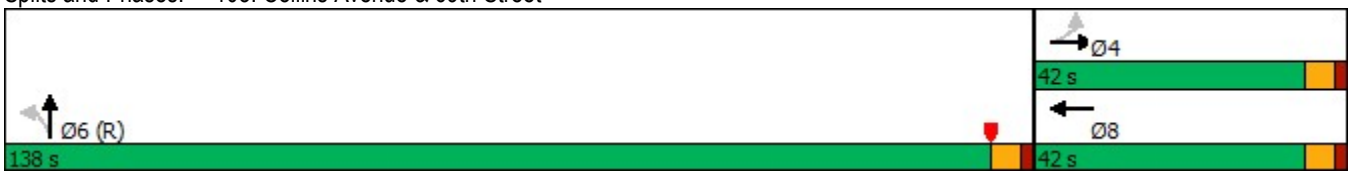
Intersection Summary			
HCM 2000 Control Delay	28.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings
103: Collins Avenue & 69th Street

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations					
Traffic Volume (vph)	204	12	20	195	1871
Future Volume (vph)	204	12	20	195	1871
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		6
Permitted Phases	4			6	
Detector Phase	4	4	8	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	5.0	5.0
Minimum Split (s)	28.0	28.0	28.0	30.0	30.0
Total Split (s)	42.0	42.0	42.0	138.0	138.0
Total Split (%)	23.3%	23.3%	23.3%	76.7%	76.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)		36.0	36.0	132.0	132.0
Actuated g/C Ratio		0.20	0.20	0.73	0.73
v/c Ratio		1.02	0.13	0.37	0.58
Control Delay		133.3	35.8	7.5	8.6
Queue Delay		30.0	0.0	0.0	0.0
Total Delay		163.3	35.8	7.5	8.6
LOS		F	D	A	A
Approach Delay		163.3	35.8		8.5
Approach LOS		F	D		A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 82 (46%), Referenced to phase 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Collins Avenue & 69th Street



Queues
103: Collins Avenue & 69th Street

Lane Group	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	226	41	203	1957
v/c Ratio	1.02	0.13	0.37	0.58
Control Delay	133.3	35.8	7.5	8.6
Queue Delay	30.0	0.0	0.0	0.0
Total Delay	163.3	35.8	7.5	8.6
Queue Length 50th (ft)	~281	20	46	307
Queue Length 95th (ft)	#469	59	m75	m282
Internal Link Dist (ft)	220	462		613
Turn Bay Length (ft)			120	
Base Capacity (vph)	222	316	546	3350
Starvation Cap Reductn	48	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.30	0.13	0.37	0.58

Intersection Summary

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

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

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

HCM Signalized Intersection Capacity Analysis
103: Collins Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	12	0	0	20	19	195	1871	8	0	0	0
Future Volume (vph)	204	12	0	0	20	19	195	1871	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0				
Lane Util. Factor		1.00			1.00		1.00	0.91				
Frpb, ped/bikes		1.00			0.96		1.00	1.00				
Flpb, ped/bikes		0.94			1.00		0.52	1.00				
Frt		1.00			0.93		1.00	1.00				
Flt Protected		0.95			1.00		0.95	1.00				
Satd. Flow (prot)		1500			1504		745	4570				
Flt Permitted		0.71			1.00		0.95	1.00				
Satd. Flow (perm)		1112			1504		745	4570				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	212	12	0	0	21	20	203	1949	8	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	226	0	0	25	0	203	1957	0	0	0	0
Confl. Peds. (#/hr)	29			113		29	128		46			
Confl. Bikes (#/hr)									2			
Parking (#/hr)	0						0		0			
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			6				
Permitted Phases	4						6					
Actuated Green, G (s)		36.0			36.0		132.0	132.0				
Effective Green, g (s)		36.0			36.0		132.0	132.0				
Actuated g/C Ratio		0.20			0.20		0.73	0.73				
Clearance Time (s)		6.0			6.0		6.0	6.0				
Vehicle Extension (s)		2.5			2.5		1.0	1.0				
Lane Grp Cap (vph)		222			300		546	3351				
v/s Ratio Prot					0.02			c0.43				
v/s Ratio Perm		c0.20					0.27					
v/c Ratio		1.02			0.08		0.37	0.58				
Uniform Delay, d1		72.0			58.6		8.8	11.2				
Progression Factor		1.00			1.00		0.67	0.71				
Incremental Delay, d2		65.1			0.1		1.4	0.5				
Delay (s)		137.1			58.7		7.2	8.5				
Level of Service		F			E		A	A				
Approach Delay (s)		137.1			58.7			8.4			0.0	
Approach LOS		F			E			A			A	

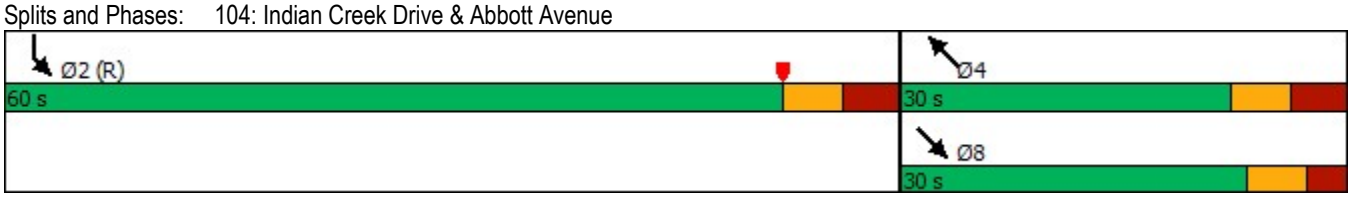
Intersection Summary			
HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
104: Indian Creek Drive & Abbott Avenue

Lane Group	SBL	SET	NWT
Lane Configurations			
Traffic Volume (vph)	1720	601	949
Future Volume (vph)	1720	601	949
Turn Type	Prot	NA	NA
Protected Phases	2	8	4
Permitted Phases			
Detector Phase	2	8	4
Switch Phase			
Minimum Initial (s)	4.0	7.0	7.0
Minimum Split (s)	41.9	24.8	25.9
Total Split (s)	60.0	30.0	30.0
Total Split (%)	66.7%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	3.9	2.8	3.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.9	6.8	7.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	52.1	23.2	22.1
Actuated g/C Ratio	0.58	0.26	0.25
v/c Ratio	0.70	0.52	1.24
Control Delay	15.3	30.5	149.5
Queue Delay	0.0	0.0	0.0
Total Delay	15.3	30.5	149.5
LOS	B	C	F
Approach Delay	15.3	30.5	149.5
Approach LOS	B	C	F

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 83 (92%), Referenced to phase 2:SBL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 56.9	Intersection LOS: E
Intersection Capacity Utilization 78.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 104: Indian Creek Drive & Abbott Avenue



Queues
104: Indian Creek Drive & Abbott Avenue

Lane Group	SBL	SET	NWT
Lane Group Flow (vph)	1765	613	968
v/c Ratio	0.70	0.52	1.24
Control Delay	15.3	30.5	149.5
Queue Delay	0.0	0.0	0.0
Total Delay	15.3	30.5	149.5
Queue Length 50th (ft)	233	109	~363
Queue Length 95th (ft)	285	146	#485
Internal Link Dist (ft)	402	457	384
Turn Bay Length (ft)			
Base Capacity (vph)	2519	1179	782
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.70	0.52	1.24

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
104: Indian Creek Drive & Abbott Avenue

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	1720	10	0	601	949	0
Future Volume (vph)	1720	10	0	601	949	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.9			6.8	7.9	
Lane Util. Factor	0.94			0.91	0.95	
Frpb, ped/bikes	1.00			1.00	1.00	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	0.95			1.00	1.00	
Satd. Flow (prot)	4349			4577	3185	
Flt Permitted	0.95			1.00	1.00	
Satd. Flow (perm)	4349			4577	3185	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1755	10	0	613	968	0
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	1764	0	0	613	968	0
Confl. Peds. (#/hr)		17				11
Confl. Bikes (#/hr)		5				
Parking (#/hr)	0	0				
Turn Type	Prot			NA	NA	
Protected Phases	2			8	4	
Permitted Phases						
Actuated Green, G (s)	52.1			23.2	22.1	
Effective Green, g (s)	52.1			23.2	22.1	
Actuated g/C Ratio	0.58			0.26	0.25	
Clearance Time (s)	7.9			6.8	7.9	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	2517			1179	782	
v/s Ratio Prot	c0.41			0.13	c0.30	
v/s Ratio Perm						
v/c Ratio	0.70			0.52	1.24	
Uniform Delay, d1	13.4			28.6	34.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.7			0.4	117.9	
Delay (s)	15.1			29.0	151.9	
Level of Service	B			C	F	
Approach Delay (s)	15.1			29.0	151.9	
Approach LOS	B			C	F	

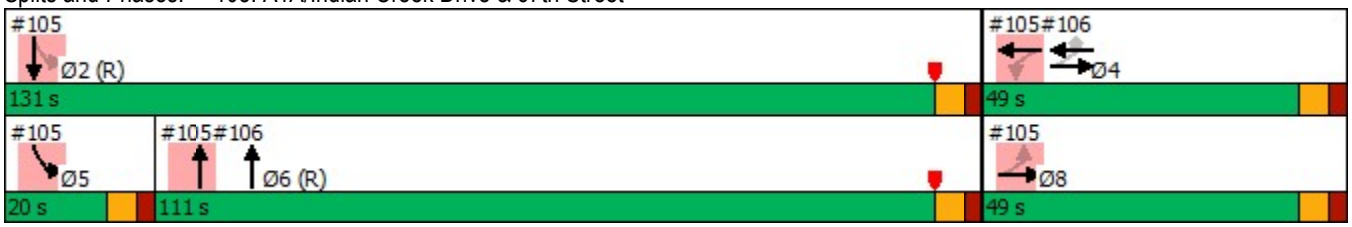
Intersection Summary			
HCM 2000 Control Delay	57.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Timings
105: A1A/Indian Creek Drive & 67th Street

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	3	1	98	2	925	172	2188
Future Volume (vph)	3	1	98	2	925	172	2188
Turn Type	Perm	NA	Perm	NA	NA	pm+pt	NA
Protected Phases		8		4	6	5	2
Permitted Phases	8		4			2	
Detector Phase	8	8	4	4	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	32.7	32.7	32.7	32.7	32.4	11.4	32.4
Total Split (s)	49.0	49.0	49.0	49.0	111.0	20.0	131.0
Total Split (%)	27.2%	27.2%	27.2%	27.2%	61.7%	11.1%	72.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.4
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.4	6.4	6.4
Lead/Lag					Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		24.7		24.7	125.2	142.2	142.2
Actuated g/C Ratio		0.14		0.14	0.70	0.79	0.79
v/c Ratio		0.03		0.77	0.44	0.45	0.91
Control Delay		56.2		96.9	13.8	8.9	21.9
Queue Delay		0.0		0.0	0.0	117.1	0.0
Total Delay		56.2		96.9	13.8	126.0	21.9
LOS		E		F	B	F	C
Approach Delay		56.2		96.9	13.8		29.5
Approach LOS		E		F	B		C

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 99 (55%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 27.8	Intersection LOS: C
Intersection Capacity Utilization 88.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 105: A1A/Indian Creek Drive & 67th Street



Queues
105: A1A/Indian Creek Drive & 67th Street

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	5	131	964	179	2279
v/c Ratio	0.03	0.77	0.44	0.45	0.91
Control Delay	56.2	96.9	13.8	8.9	21.9
Queue Delay	0.0	0.0	0.0	117.1	0.0
Total Delay	56.2	96.9	13.8	126.0	21.9
Queue Length 50th (ft)	4	145	244	44	930
Queue Length 95th (ft)	18	215	375	87	#1547
Internal Link Dist (ft)	577	1	158		321
Turn Bay Length (ft)				300	
Base Capacity (vph)	334	286	2215	418	2515
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	387	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.46	0.44	5.77	0.91

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
105: A1A/Indian Creek Drive & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	1	98	2	26	0	925	0	172	2188	0
Future Volume (vph)	3	1	1	98	2	26	0	925	0	172	2188	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			6.7			6.4		6.4	6.4	
Lane Util. Factor		1.00			1.00			0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00			1.00		1.00	1.00	
Flpb, ped/bikes		1.00			0.95			1.00		1.00	1.00	
Frt		0.97			0.97			1.00		1.00	1.00	
Flt Protected		0.97			0.96			1.00		0.95	1.00	
Satd. Flow (prot)		1584			1493			3185		1593	3185	
Flt Permitted		0.87			0.77			1.00		0.25	1.00	
Satd. Flow (perm)		1420			1195			3185		417	3185	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	1	1	102	2	27	0	964	0	179	2279	0
RTOR Reduction (vph)	0	1	0	0	6	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	4	0	0	125	0	0	964	0	179	2279	0
Confl. Peds. (#/hr)				30								
Turn Type	Perm	NA		Perm	NA			NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4						2		
Actuated Green, G (s)		24.7			24.7			125.2		142.2	142.2	
Effective Green, g (s)		24.7			24.7			125.2		142.2	142.2	
Actuated g/C Ratio		0.14			0.14			0.70		0.79	0.79	
Clearance Time (s)		6.7			6.7			6.4		6.4	6.4	
Vehicle Extension (s)		2.5			3.5			1.0		3.0	1.0	
Lane Grp Cap (vph)		194			163			2215		398	2516	
v/s Ratio Prot								0.30		0.03	c0.72	
v/s Ratio Perm		0.00			c0.10					0.33		
v/c Ratio		0.02			0.77			0.44		0.45	0.91	
Uniform Delay, d1		67.2			74.9			12.0		6.5	14.0	
Progression Factor		1.00			0.99			1.00		1.00	1.00	
Incremental Delay, d2		0.0			19.7			0.6		0.8	6.0	
Delay (s)		67.2			93.9			12.6		7.3	20.0	
Level of Service		E			F			B		A	B	
Approach Delay (s)		67.2			93.9			12.6			19.1	
Approach LOS		E			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	20.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Timings
106: Harding Avenue & 67th Street

Lane Group	EBL	EBT	WBT	WBR	NBT	Ø2	Ø5	Ø8
Lane Configurations								
Traffic Volume (vph)	6	138	2	53	580			
Future Volume (vph)	6	138	2	53	580			
Turn Type	Perm	NA	NA	Perm	NA			
Protected Phases		4	4		6	2	5	8
Permitted Phases	4			4				
Detector Phase	4	4	4	4	6			
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	5.0	7.0
Minimum Split (s)	32.7	32.7	32.7	32.7	32.4	32.4	11.4	32.7
Total Split (s)	49.0	49.0	49.0	49.0	111.0	131.0	20.0	49.0
Total Split (%)	27.2%	27.2%	27.2%	27.2%	61.7%	73%	11%	27%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.4	2.7
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			
Total Lost Time (s)		6.7	6.7	6.7	6.4			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?					Yes		Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	None
Act Effct Green (s)		24.7	24.7	24.7	125.2			
Actuated g/C Ratio		0.14	0.14	0.14	0.70			
v/c Ratio		0.66	0.01	0.25	0.34			
Control Delay		111.3	68.5	19.2	12.2			
Queue Delay		0.6	0.0	0.0	0.5			
Total Delay		111.9	68.5	19.2	12.7			
LOS		F	E	B	B			
Approach Delay		111.9	20.9		12.7			
Approach LOS		F	C		B			

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 99 (55%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 29.7	Intersection LOS: C
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Harding Avenue & 67th Street

Queues
106: Harding Avenue & 67th Street

Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	150	2	55	696
v/c Ratio	0.66	0.01	0.25	0.34
Control Delay	111.3	68.5	19.2	12.2
Queue Delay	0.6	0.0	0.0	0.5
Total Delay	111.9	68.5	19.2	12.7
Queue Length 50th (ft)	188	2	3	156
Queue Length 95th (ft)	270	m3	m26	249
Internal Link Dist (ft)	1	220		145
Turn Bay Length (ft)				
Base Capacity (vph)	390	393	340	2056
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	67	11	0	846
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.46	0.01	0.16	0.58

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
106: Harding Avenue & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	138	0	0	2	53	0	580	88	0	0	0
Future Volume (vph)	6	138	0	0	2	53	0	580	88	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			6.7	6.7		6.4				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	0.98		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.98				
Flt Protected		1.00			1.00	1.00		1.00				
Satd. Flow (prot)		1673			1676	1255		2952				
Flt Permitted		0.99			1.00	1.00		1.00				
Satd. Flow (perm)		1661			1676	1255		2952				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	6	144	0	0	2	55	0	604	92	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	47	0	5	0	0	0	0
Lane Group Flow (vph)	0	150	0	0	2	8	0	691	0	0	0	0
Confl. Peds. (#/hr)						3			5			
Confl. Bikes (#/hr)						2						
Parking (#/hr)				0		0		0	0			
Turn Type	Perm	NA			NA	Perm		NA				
Protected Phases		4			4			6				
Permitted Phases	4					4						
Actuated Green, G (s)		24.7			24.7	24.7		125.2				
Effective Green, g (s)		24.7			24.7	24.7		125.2				
Actuated g/C Ratio		0.14			0.14	0.14		0.70				
Clearance Time (s)		6.7			6.7	6.7		6.4				
Vehicle Extension (s)		3.5			3.5	3.5		1.0				
Lane Grp Cap (vph)		227			229	172		2053				
v/s Ratio Prot					0.00			c0.23				
v/s Ratio Perm		c0.09				0.01						
v/c Ratio		0.66			0.01	0.04		0.34				
Uniform Delay, d1		73.7			67.1	67.4		10.9				
Progression Factor		1.36			1.12	1.49		1.00				
Incremental Delay, d2		6.8			0.0	0.1		0.4				
Delay (s)		107.1			75.4	100.3		11.3				
Level of Service		F			E	F		B				
Approach Delay (s)		107.1			99.4			11.3			0.0	
Approach LOS		F			F			B			A	

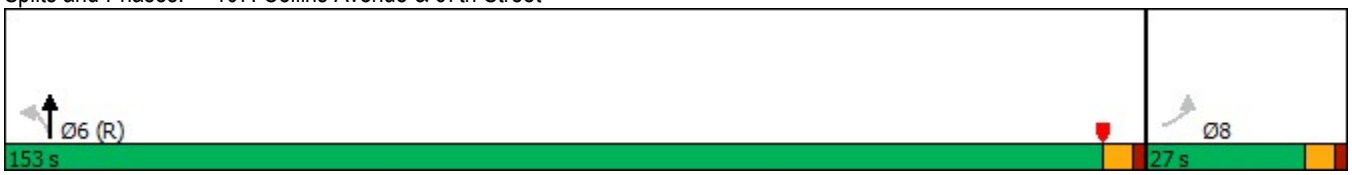
Intersection Summary			
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings
107: Collins Avenue & 67th Street

Lane Group	EBL	NBT
Lane Configurations		
Traffic Volume (vph)	189	2060
Future Volume (vph)	189	2060
Turn Type	Perm	NA
Protected Phases		6
Permitted Phases	8	
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	27.0	29.0
Total Split (s)	27.0	153.0
Total Split (%)	15.0%	85.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Max
Act Effct Green (s)	21.0	147.0
Actuated g/C Ratio	0.12	0.82
v/c Ratio	1.39	0.66
Control Delay	279.0	7.5
Queue Delay	0.0	0.0
Total Delay	279.0	7.5
LOS	F	A
Approach Delay		7.5
Approach LOS		A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 69 (38%), Referenced to phase 6:NBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 29.2	Intersection LOS: C
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 107: Collins Avenue & 67th Street



Queues
107: Collins Avenue & 67th Street

Lane Group	EBL	NBT
Lane Group Flow (vph)	208	2400
v/c Ratio	1.39	0.66
Control Delay	279.0	7.5
Queue Delay	0.0	0.0
Total Delay	279.0	7.5
Queue Length 50th (ft)	~331	354
Queue Length 95th (ft)	#518	382
Internal Link Dist (ft)		333
Turn Bay Length (ft)		
Base Capacity (vph)	150	3662
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.39	0.66

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
107: Collins Avenue & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	0	0	0	0	0	124	2060	0	0	0	0
Future Volume (vph)	189	0	0	0	0	0	124	2060	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0							6.0				
Lane Util. Factor	1.00							0.91				
Frpb, ped/bikes	1.00							1.00				
Flpb, ped/bikes	0.90							0.98				
Frt	1.00							1.00				
Flt Protected	0.95							1.00				
Satd. Flow (prot)	1286							4485				
Flt Permitted	0.95							1.00				
Satd. Flow (perm)	1286							4485				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	208	0	0	0	0	0	136	2264	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	208	0	0	0	0	0	0	2400	0	0	0	0
Confl. Peds. (#/hr)	40		44				135					135
Confl. Bikes (#/hr)												9
Parking (#/hr)	0						0		0			
Turn Type	Perm						Perm	NA				
Protected Phases								6				
Permitted Phases	8						6					
Actuated Green, G (s)	21.0							147.0				
Effective Green, g (s)	21.0							147.0				
Actuated g/C Ratio	0.12							0.82				
Clearance Time (s)	6.0							6.0				
Vehicle Extension (s)	2.5							1.0				
Lane Grp Cap (vph)	150							3662				
v/s Ratio Prot												
v/s Ratio Perm	c0.16							0.54				
v/c Ratio	1.39							0.66				
Uniform Delay, d1	79.5							6.5				
Progression Factor	1.45							1.00				
Incremental Delay, d2	208.1							0.9				
Delay (s)	323.7							7.4				
Level of Service	F							A				
Approach Delay (s)		323.7			0.0			7.4			0.0	
Approach LOS		F			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	32.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
201: Collins Avenue & Driveway

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	65	2177	72	0	0
Future Volume (Veh/h)	0	65	2177	72	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	71	2366	78	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			667			693
pX, platoon unblocked	0.80	0.80			0.80	
vC, conflicting volume	2405	828			2444	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1890	0			1938	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			100	
cM capacity (veh/h)	50	870			240	

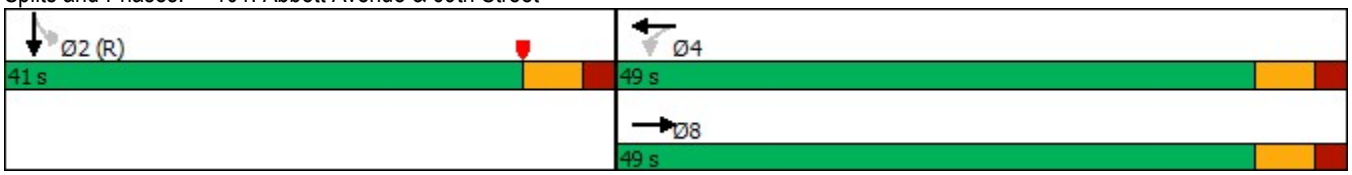
Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	71	946	946	551
Volume Left	0	0	0	0
Volume Right	71	0	0	78
cSH	870	1700	1700	1700
Volume to Capacity	0.08	0.56	0.56	0.32
Queue Length 95th (ft)	7	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.5	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	65	274	234	1434
Future Volume (vph)	65	274	234	1434
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	31.3	31.3	31.3	30.3
Total Split (s)	49.0	49.0	49.0	41.0
Total Split (%)	54.4%	54.4%	54.4%	45.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.3		6.3	6.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	42.7		42.7	34.7
Actuated g/C Ratio	0.47		0.47	0.39
v/c Ratio	0.16		0.99	0.98
Control Delay	13.7		62.9	45.2
Queue Delay	0.0		36.1	0.0
Total Delay	13.7		99.0	45.2
LOS	B		F	D
Approach Delay	13.7		99.0	45.2
Approach LOS	B		F	D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 61 (68%), Referenced to phase 2:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 56.5	Intersection LOS: E
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: Abbott Avenue & 69th Street



Queues
101: Abbott Avenue & 69th Street

Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	107	547	1655
v/c Ratio	0.16	0.99	0.98
Control Delay	13.7	62.9	45.2
Queue Delay	0.0	36.1	0.0
Total Delay	13.7	99.0	45.2
Queue Length 50th (ft)	32	297	332
Queue Length 95th (ft)	63	#521	#449
Internal Link Dist (ft)	233	220	221
Turn Bay Length (ft)			
Base Capacity (vph)	679	550	1694
Starvation Cap Reductn	0	109	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.16	1.24	0.98

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
101: Abbott Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	65	34	274	234	0	0	0	0	65	1434	40
Future Volume (vph)	0	65	34	274	234	0	0	0	0	65	1434	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3						6.3	
Lane Util. Factor		1.00			1.00						0.91	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.95			1.00						1.00	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1427			1460						4386	
Flt Permitted		1.00			0.77						1.00	
Satd. Flow (perm)		1427			1160						4386	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	70	37	295	252	0	0	0	0	70	1542	43
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	105	0	0	547	0	0	0	0	0	1652	0
Confl. Peds. (#/hr)			13	13						16		15
Confl. Bikes (#/hr)			5									2
Parking (#/hr)		0	0	0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		42.7			42.7						34.7	
Effective Green, g (s)		42.7			42.7						34.7	
Actuated g/C Ratio		0.47			0.47						0.39	
Clearance Time (s)		6.3			6.3						6.3	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		677			550						1691	
v/s Ratio Prot		0.07										
v/s Ratio Perm					c0.47						0.38	
v/c Ratio		0.15			0.99						0.98	
Uniform Delay, d1		13.4			23.5						27.3	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.1			36.8						17.0	
Delay (s)		13.5			60.3						44.3	
Level of Service		B			E						D	
Approach Delay (s)		13.5			60.3			0.0			44.3	
Approach LOS		B			E			A			D	

Intersection Summary			
HCM 2000 Control Delay	46.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Timings
101: Abbott Avenue & 69th Street

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	77	214	139	1246
Future Volume (vph)	77	214	139	1246
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	31.3	31.3	31.3	30.3
Total Split (s)	37.0	37.0	37.0	53.0
Total Split (%)	41.1%	41.1%	41.1%	58.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.3		6.3	6.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	29.7		29.7	47.7
Actuated g/C Ratio	0.33		0.33	0.53
v/c Ratio	0.21		0.95	0.59
Control Delay	18.2		67.1	16.0
Queue Delay	0.0		24.7	0.0
Total Delay	18.2		91.8	16.0
LOS	B		F	B
Approach Delay	18.2		91.8	16.0
Approach LOS	B		F	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 9 (10%), Referenced to phase 2:SBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 30.9	Intersection LOS: C
Intersection Capacity Utilization 67.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Abbott Avenue & 69th Street

Queues
101: Abbott Avenue & 69th Street

Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	104	356	1369
v/c Ratio	0.21	0.95	0.59
Control Delay	18.2	67.1	16.0
Queue Delay	0.0	24.7	0.0
Total Delay	18.2	91.8	16.0
Queue Length 50th (ft)	33	192	188
Queue Length 95th (ft)	71	#363	234
Internal Link Dist (ft)	233	220	221
Turn Bay Length (ft)			
Base Capacity (vph)	508	386	2323
Starvation Cap Reductn	0	43	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.20	1.04	0.59

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
101: Abbott Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	77	26	214	139	0	0	0	0	94	1246	15
Future Volume (vph)	0	77	26	214	139	0	0	0	0	94	1246	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3						6.3	
Lane Util. Factor		1.00			1.00						0.91	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.97			1.00						1.00	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1451			1459						4385	
Flt Permitted		1.00			0.75						1.00	
Satd. Flow (perm)		1451			1135						4385	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	0	78	26	216	140	0	0	0	0	95	1259	15
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	91	0	0	356	0	0	0	0	0	1368	0
Confl. Peds. (#/hr)			6	6						25		15
Confl. Bikes (#/hr)			2									6
Parking (#/hr)		0	0	0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		29.7			29.7						47.7	
Effective Green, g (s)		29.7			29.7						47.7	
Actuated g/C Ratio		0.33			0.33						0.53	
Clearance Time (s)		6.3			6.3						6.3	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		478			374						2324	
v/s Ratio Prot		0.06										
v/s Ratio Perm					c0.31						0.31	
v/c Ratio		0.19			0.95						0.59	
Uniform Delay, d1		21.5			29.5						14.4	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.1			34.0						1.1	
Delay (s)		21.7			63.5						15.5	
Level of Service		C			E						B	
Approach Delay (s)		21.7			63.5			0.0			15.5	
Approach LOS		C			E			A			B	

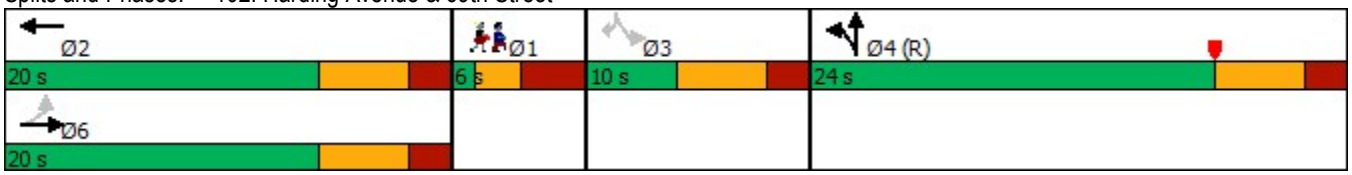
Intersection Summary			
HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
102: Harding Avenue & 69th Street

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR	Ø1
Lane Configurations								
Traffic Volume (vph)	16	162	168	131	167	50	44	
Future Volume (vph)	16	162	168	131	167	50	44	
Turn Type	Perm	NA	NA	Split	NA	Perm	Perm	
Protected Phases		6	2	4	4			1
Permitted Phases	6					3	3	
Detector Phase	6	6	2	4	4	3	3	
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	1.0
Minimum Split (s)	26.0	26.0	26.0	30.0	30.0	24.0	24.0	29.0
Total Split (s)	20.0	20.0	20.0	24.0	24.0	10.0	10.0	6.0
Total Split (%)	33.3%	33.3%	33.3%	40.0%	40.0%	16.7%	16.7%	10%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max	C-Max	None	None	None
Act Effct Green (s)		12.4	12.4	24.0	24.0	8.2	8.2	
Actuated g/C Ratio		0.21	0.21	0.40	0.40	0.14	0.14	
v/c Ratio		0.68	0.74	0.26	0.36	0.47	0.13	
Control Delay		34.0	35.8	16.7	16.9	36.9	0.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		34.0	35.8	16.7	16.9	36.9	0.8	
LOS		C	D	B	B	D	A	
Approach Delay		34.0	35.8		16.8			
Approach LOS		C	D		B			

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 7 (12%), Referenced to phase 4:NBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 25.9	Intersection LOS: C
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: Harding Avenue & 69th Street



Queues
102: Harding Avenue & 69th Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	200	234	147	217	56	49
v/c Ratio	0.68	0.74	0.26	0.36	0.47	0.13
Control Delay	34.0	35.8	16.7	16.9	36.9	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	35.8	16.7	16.9	36.9	0.8
Queue Length 50th (ft)	65	70	39	56	19	0
Queue Length 95th (ft)	#126	#155	82	114	48	0
Internal Link Dist (ft)	220	220		164		
Turn Bay Length (ft)			115			
Base Capacity (vph)	332	353	572	596	119	364
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.66	0.26	0.36	0.47	0.13

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
102: Harding Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	162	0	0	168	40	131	167	26	50	0	44
Future Volume (vph)	16	162	0	0	168	40	131	167	26	50	0	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0		6.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00		0.89
Flpb, ped/bikes		1.00			1.00		1.00	1.00		0.99		1.00
Frt		1.00			0.97		1.00	0.98		1.00		0.85
Flt Protected		1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)		1499			1453		1433	1472		1421		1137
Flt Permitted		0.95			1.00		0.95	1.00		0.59		1.00
Satd. Flow (perm)		1427			1453		1433	1472		880		1137
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	18	182	0	0	189	45	147	188	29	56	0	49
RTOR Reduction (vph)	0	0	0	0	15	0	0	8	0	0	0	43
Lane Group Flow (vph)	0	200	0	0	219	0	147	209	0	56	0	6
Confl. Peds. (#/hr)	25		64	64		25	21		11	11		21
Confl. Bikes (#/hr)			3			1			2			1
Parking (#/hr)	0	0			0	0	0	0	0	0		0
Turn Type	Perm	NA			NA		Split	NA		Perm		Perm
Protected Phases		6			2		4	4				
Permitted Phases	6									3		3
Actuated Green, G (s)		12.4			12.4		22.8	22.8		6.8		6.8
Effective Green, g (s)		12.4			12.4		22.8	22.8		6.8		6.8
Actuated g/C Ratio		0.21			0.21		0.38	0.38		0.11		0.11
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0		6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0		3.0
Lane Grp Cap (vph)		294			300		544	559		99		128
v/s Ratio Prot					c0.15		0.10	c0.14				
v/s Ratio Perm		0.14								c0.06		0.00
v/c Ratio		0.68			0.73		0.27	0.37		0.57		0.04
Uniform Delay, d1		22.0			22.2		12.9	13.4		25.2		23.7
Progression Factor		1.00			1.00		1.00	1.00		1.00		1.00
Incremental Delay, d2		6.3			8.6		1.2	1.9		7.2		0.1
Delay (s)		28.3			30.8		14.1	15.4		32.4		23.8
Level of Service		C			C		B	B		C		C
Approach Delay (s)		28.3			30.8			14.8			28.4	
Approach LOS		C			C			B			C	

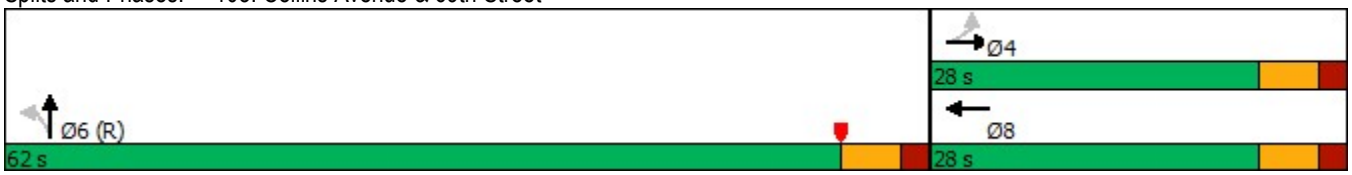
Intersection Summary			
HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
103: Collins Avenue & 69th Street

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations					
Traffic Volume (vph)	220	16	15	99	1175
Future Volume (vph)	220	16	15	99	1175
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		6
Permitted Phases	4			6	
Detector Phase	4	4	8	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	5.0	5.0
Minimum Split (s)	28.0	28.0	28.0	30.0	30.0
Total Split (s)	28.0	28.0	28.0	62.0	62.0
Total Split (%)	31.1%	31.1%	31.1%	68.9%	68.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)		21.1	21.1	56.9	56.9
Actuated g/C Ratio		0.23	0.23	0.63	0.63
v/c Ratio		0.92	0.08	0.14	0.44
Control Delay		72.6	17.8	6.5	9.8
Queue Delay		0.0	0.0	0.0	0.0
Total Delay		72.6	17.8	6.5	9.8
LOS		E	B	A	A
Approach Delay		72.6	17.8		9.5
Approach LOS		E	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 83 (92%), Referenced to phase 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 19.3	Intersection LOS: B
Intersection Capacity Utilization 56.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Collins Avenue & 69th Street



Queues
103: Collins Avenue & 69th Street

Lane Group	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	256	31	108	1277
v/c Ratio	0.92	0.08	0.14	0.44
Control Delay	72.6	17.8	6.5	9.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	72.6	17.8	6.5	9.8
Queue Length 50th (ft)	141	7	31	167
Queue Length 95th (ft)	#280	29	37	206
Internal Link Dist (ft)	220	462		1280
Turn Bay Length (ft)			120	
Base Capacity (vph)	290	389	781	2894
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.88	0.08	0.14	0.44

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
103: Collins Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	16	0	0	15	14	99	1175	0	0	0	0
Future Volume (vph)	220	16	0	0	15	14	99	1175	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0				
Lane Util. Factor		1.00			1.00		1.00	0.91				
Frpb, ped/bikes		1.00			0.99		1.00	1.00				
Flpb, ped/bikes		0.99			1.00		0.86	1.00				
Frt		1.00			0.93		1.00	1.00				
Flt Protected		0.96			1.00		0.95	1.00				
Satd. Flow (prot)		1582			1546		1235	4577				
Flt Permitted		0.72			1.00		0.95	1.00				
Satd. Flow (perm)		1188			1546		1235	4577				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	17	0	0	16	15	108	1277	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	256	0	0	20	0	108	1277	0	0	0	0
Confl. Peds. (#/hr)	11			88		11	74		44			
Confl. Bikes (#/hr)						2			6			
Parking (#/hr)	0						0		0			
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			6				
Permitted Phases	4						6					
Actuated Green, G (s)		21.1			21.1		56.9	56.9				
Effective Green, g (s)		21.1			21.1		56.9	56.9				
Actuated g/C Ratio		0.23			0.23		0.63	0.63				
Clearance Time (s)		6.0			6.0		6.0	6.0				
Vehicle Extension (s)		2.5			2.5		1.0	1.0				
Lane Grp Cap (vph)		278			362		780	2893				
v/s Ratio Prot					0.01			c0.28				
v/s Ratio Perm		c0.22					0.09					
v/c Ratio		0.92			0.05		0.14	0.44				
Uniform Delay, d1		33.6			26.7		6.7	8.4				
Progression Factor		1.00			1.00		0.86	1.07				
Incremental Delay, d2		33.7			0.0		0.3	0.5				
Delay (s)		67.4			26.8		6.1	9.5				
Level of Service		E			C		A	A				
Approach Delay (s)		67.4			26.8			9.2			0.0	
Approach LOS		E			C			A			A	

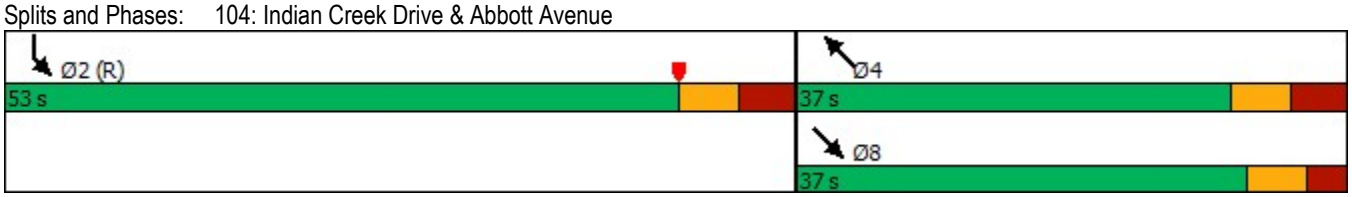
Intersection Summary			
HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings
104: Indian Creek Drive & Abbott Avenue

Lane Group	SBL	SET	NWT
Lane Configurations			
Traffic Volume (vph)	1516	702	521
Future Volume (vph)	1516	702	521
Turn Type	Prot	NA	NA
Protected Phases	2	8	4
Permitted Phases			
Detector Phase	2	8	4
Switch Phase			
Minimum Initial (s)	4.0	7.0	7.0
Minimum Split (s)	41.9	24.8	25.9
Total Split (s)	53.0	37.0	37.0
Total Split (%)	58.9%	41.1%	41.1%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	3.9	2.8	3.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.9	6.8	7.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	52.2	23.1	22.0
Actuated g/C Ratio	0.58	0.26	0.24
v/c Ratio	0.65	0.64	0.72
Control Delay	15.1	32.0	36.4
Queue Delay	0.0	0.0	0.0
Total Delay	15.1	32.0	36.4
LOS	B	C	D
Approach Delay	15.1	32.0	36.4
Approach LOS	B	C	D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 2:SBL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: Indian Creek Drive & Abbott Avenue



Queues
104: Indian Creek Drive & Abbott Avenue

Lane Group	SBL	SET	NWT
Lane Group Flow (vph)	1650	755	560
v/c Ratio	0.65	0.64	0.72
Control Delay	15.1	32.0	36.4
Queue Delay	0.0	0.0	0.0
Total Delay	15.1	32.0	36.4
Queue Length 50th (ft)	207	140	154
Queue Length 95th (ft)	301	165	193
Internal Link Dist (ft)	379	388	358
Turn Bay Length (ft)			
Base Capacity (vph)	2521	1535	1029
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.65	0.49	0.54

Intersection Summary

HCM Signalized Intersection Capacity Analysis
104: Indian Creek Drive & Abbott Avenue

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	1516	19	0	702	521	0
Future Volume (vph)	1516	19	0	702	521	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.9			6.8	7.9	
Lane Util. Factor	0.94			0.91	0.95	
Frpb, ped/bikes	1.00			1.00	1.00	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	0.95			1.00	1.00	
Satd. Flow (prot)	4345			4577	3185	
Flt Permitted	0.95			1.00	1.00	
Satd. Flow (perm)	4345			4577	3185	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1630	20	0	755	560	0
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	1649	0	0	755	560	0
Confl. Peds. (#/hr)		10				10
Confl. Bikes (#/hr)		20				6
Parking (#/hr)	0	0				
Turn Type	Prot			NA	NA	
Protected Phases	2			8	4	
Permitted Phases						
Actuated Green, G (s)	52.2			23.1	22.0	
Effective Green, g (s)	52.2			23.1	22.0	
Actuated g/C Ratio	0.58			0.26	0.24	
Clearance Time (s)	7.9			6.8	7.9	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	2520			1174	778	
v/s Ratio Prot	c0.38			0.16	c0.18	
v/s Ratio Perm						
v/c Ratio	0.65			0.64	0.72	
Uniform Delay, d1	12.8			29.8	31.2	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.3			1.2	3.2	
Delay (s)	14.1			31.0	34.4	
Level of Service	B			C	C	
Approach Delay (s)	14.1			31.0	34.4	
Approach LOS	B			C	C	

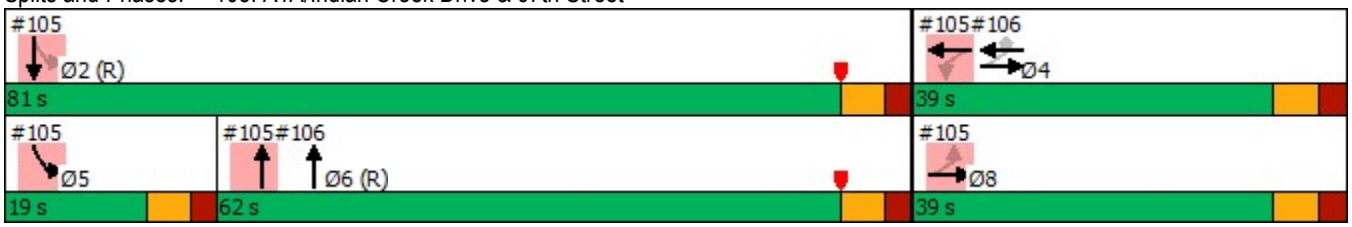
Intersection Summary			
HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings
105: A1A/Indian Creek Drive & 67th Street

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	1	5	88	2	498	122	2109
Future Volume (vph)	1	5	88	2	498	122	2109
Turn Type	Perm	NA	Perm	NA	NA	pm+pt	NA
Protected Phases		8		4	6	5	2
Permitted Phases	8		4			2	
Detector Phase	8	8	4	4	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	32.7	32.7	32.7	32.7	32.4	11.4	32.4
Total Split (s)	39.0	39.0	39.0	39.0	62.0	19.0	81.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	51.7%	15.8%	67.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.4
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.4	6.4	6.4
Lead/Lag					Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		17.2		17.2	74.8	89.7	89.7
Actuated g/C Ratio		0.14		0.14	0.62	0.75	0.75
v/c Ratio		0.04		0.66	0.28	0.24	0.97
Control Delay		32.0		55.6	11.8	6.0	29.0
Queue Delay		0.0		0.0	0.0	103.4	0.0
Total Delay		32.0		55.6	11.8	109.4	29.0
LOS		C		E	B	F	C
Approach Delay		32.0		55.6	11.8		33.4
Approach LOS		C		E	B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 77 (64%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 30.4	Intersection LOS: C
Intersection Capacity Utilization 89.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 105: A1A/Indian Creek Drive & 67th Street



Queues
105: A1A/Indian Creek Drive & 67th Street

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	10	118	547	134	2318
v/c Ratio	0.04	0.66	0.28	0.24	0.97
Control Delay	32.0	55.6	11.8	6.0	29.0
Queue Delay	0.0	0.0	0.0	103.4	0.0
Total Delay	32.0	55.6	11.8	109.4	29.0
Queue Length 50th (ft)	4	83	93	24	748
Queue Length 95th (ft)	19	137	159	56	#1182
Internal Link Dist (ft)	577	1	158		321
Turn Bay Length (ft)				300	
Base Capacity (vph)	418	327	1985	598	2380
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	62	0	0	554	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.36	0.28	3.05	0.97

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
105: A1A/Indian Creek Drive & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	4	88	2	17	0	498	0	122	2109	0
Future Volume (vph)	1	5	4	88	2	17	0	498	0	122	2109	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			6.7			6.4		6.4	6.4	
Lane Util. Factor		1.00			1.00			0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00			1.00		1.00	1.00	
Flpb, ped/bikes		1.00			0.96			1.00		1.00	1.00	
Frt		0.95			0.98			1.00		1.00	1.00	
Flt Protected		1.00			0.96			1.00		0.95	1.00	
Satd. Flow (prot)		1578			1517			3185		1593	3185	
Flt Permitted		0.97			0.76			1.00		0.40	1.00	
Satd. Flow (perm)		1545			1196			3185		671	3185	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1	5	4	97	2	19	0	547	0	134	2318	0
RTOR Reduction (vph)	0	3	0	0	7	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	7	0	0	111	0	0	547	0	134	2318	0
Confl. Peds. (#/hr)				33								
Turn Type	Perm	NA		Perm	NA			NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4						2		
Actuated Green, G (s)		17.2			17.2			74.8		89.7	89.7	
Effective Green, g (s)		17.2			17.2			74.8		89.7	89.7	
Actuated g/C Ratio		0.14			0.14			0.62		0.75	0.75	
Clearance Time (s)		6.7			6.7			6.4		6.4	6.4	
Vehicle Extension (s)		2.5			3.5			1.0		3.0	1.0	
Lane Grp Cap (vph)		221			171			1985		566	2380	
v/s Ratio Prot								0.17		0.02	c0.73	
v/s Ratio Perm		0.00			c0.09					0.16		
v/c Ratio		0.03			0.65			0.28		0.24	0.97	
Uniform Delay, d1		44.2			48.6			10.3		4.6	14.1	
Progression Factor		1.00			0.85			1.00		1.00	1.00	
Incremental Delay, d2		0.0			8.6			0.3		0.2	13.3	
Delay (s)		44.3			50.1			10.6		4.8	27.3	
Level of Service		D			D			B		A	C	
Approach Delay (s)		44.3			50.1			10.6			26.1	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	24.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	89.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Timings
106: Harding Avenue & 67th Street

Lane Group	EBL	EBT	WBT	WBR	NBT	Ø2	Ø5	Ø8
Lane Configurations								
Traffic Volume (vph)	3	124	17	16	156			
Future Volume (vph)	3	124	17	16	156			
Turn Type	Perm	NA	NA	Perm	NA			
Protected Phases		4	4		6	2	5	8
Permitted Phases	4			4				
Detector Phase	4	4	4	4	6			
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	5.0	7.0
Minimum Split (s)	32.7	32.7	32.7	32.7	32.4	32.4	11.4	32.7
Total Split (s)	39.0	39.0	39.0	39.0	62.0	81.0	19.0	39.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	51.7%	68%	16%	33%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.4	2.7
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			
Total Lost Time (s)		6.7	6.7	6.7	6.4			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?					Yes		Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	None
Act Effct Green (s)		17.2	17.2	17.2	74.8			
Actuated g/C Ratio		0.14	0.14	0.14	0.62			
v/c Ratio		0.58	0.08	0.07	0.12			
Control Delay		73.8	41.9	0.5	9.0			
Queue Delay		0.0	0.0	0.0	0.0			
Total Delay		73.8	41.9	0.5	9.0			
LOS		E	D	A	A			
Approach Delay		73.8	21.8		9.0			
Approach LOS		E	C		A			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 77 (64%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Harding Avenue & 67th Street

Queues
106: Harding Avenue & 67th Street

Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	139	19	18	214
v/c Ratio	0.58	0.08	0.07	0.12
Control Delay	73.8	41.9	0.5	9.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	73.8	41.9	0.5	9.0
Queue Length 50th (ft)	116	13	0	26
Queue Length 95th (ft)	184	33	0	56
Internal Link Dist (ft)	1	220		145
Turn Bay Length (ft)				
Base Capacity (vph)	448	451	405	1828
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	16	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.04	0.04	0.12

Intersection Summary

HCM Signalized Intersection Capacity Analysis
106: Harding Avenue & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	124	0	0	17	16	0	156	39	0	0	0
Future Volume (vph)	3	124	0	0	17	16	0	156	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			6.7	6.7		6.4				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	0.99		0.99				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.97				
Flt Protected		1.00			1.00	1.00		1.00				
Satd. Flow (prot)		1675			1676	1265		2912				
Flt Permitted		1.00			1.00	1.00		1.00				
Satd. Flow (perm)		1668			1676	1265		2912				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	3	136	0	0	19	18	0	171	43	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	15	0	13	0	0	0	0
Lane Group Flow (vph)	0	139	0	0	19	3	0	201	0	0	0	0
Confl. Peds. (#/hr)						1			8			
Parking (#/hr)				0		0		0	0			
Turn Type	Perm	NA			NA	Perm		NA				
Protected Phases		4			4			6				
Permitted Phases	4					4						
Actuated Green, G (s)		17.2			17.2	17.2		74.8				
Effective Green, g (s)		17.2			17.2	17.2		74.8				
Actuated g/C Ratio		0.14			0.14	0.14		0.62				
Clearance Time (s)		6.7			6.7	6.7		6.4				
Vehicle Extension (s)		3.5			3.5	3.5		1.0				
Lane Grp Cap (vph)		239			240	181		1815				
v/s Ratio Prot					0.01			c0.07				
v/s Ratio Perm		c0.08				0.00						
v/c Ratio		0.58			0.08	0.01		0.11				
Uniform Delay, d1		48.0			44.5	44.1		9.1				
Progression Factor		1.37			1.00	1.00		1.00				
Incremental Delay, d2		3.8			0.2	0.0		0.1				
Delay (s)		69.4			44.7	44.2		9.3				
Level of Service		E			D	D		A				
Approach Delay (s)		69.4			44.4			9.3			0.0	
Approach LOS		E			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	34.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.18		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

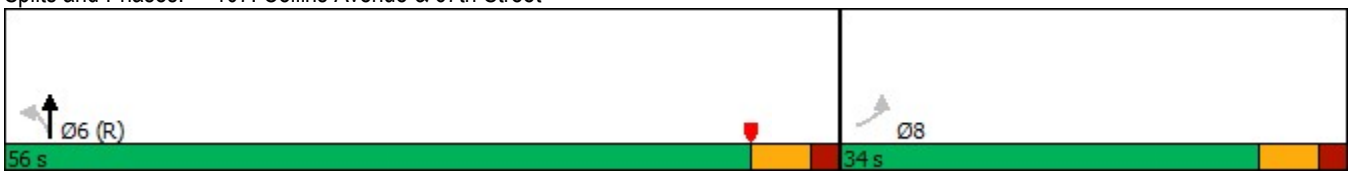
c Critical Lane Group

Timings
107: Collins Avenue & 67th Street

Lane Group	EBL	NBT
Lane Configurations		
Traffic Volume (vph)	100	1247
Future Volume (vph)	100	1247
Turn Type	Perm	NA
Protected Phases		6
Permitted Phases	8	
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	27.0	29.0
Total Split (s)	34.0	56.0
Total Split (%)	37.8%	62.2%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Max
Act Effct Green (s)	12.2	69.6
Actuated g/C Ratio	0.14	0.77
v/c Ratio	0.59	0.41
Control Delay	49.0	5.2
Queue Delay	0.0	0.0
Total Delay	49.0	5.2
LOS	D	A
Approach Delay		5.2
Approach LOS		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 46 (51%), Referenced to phase 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 45.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 107: Collins Avenue & 67th Street



Queues
107: Collins Avenue & 67th Street

Lane Group	EBL	NBT
Lane Group Flow (vph)	108	1441
v/c Ratio	0.59	0.41
Control Delay	49.0	5.2
Queue Delay	0.0	0.0
Total Delay	49.0	5.2
Queue Length 50th (ft)	59	97
Queue Length 95th (ft)	104	157
Internal Link Dist (ft)		333
Turn Bay Length (ft)		
Base Capacity (vph)	420	3482
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.26	0.41

Intersection Summary

HCM Signalized Intersection Capacity Analysis
107: Collins Avenue & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	0	0	0	0	0	93	1247	0	0	0	0
Future Volume (vph)	100	0	0	0	0	0	93	1247	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0							6.0				
Lane Util. Factor	1.00							0.91				
Frpb, ped/bikes	1.00							1.00				
Flpb, ped/bikes	0.94							0.99				
Frt	1.00							1.00				
Flt Protected	0.95							1.00				
Satd. Flow (prot)	1350							4500				
Flt Permitted	0.95							1.00				
Satd. Flow (perm)	1350							4500				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	108	0	0	0	0	0	100	1341	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	108	0	0	0	0	0	0	1441	0	0	0	0
Confl. Peds. (#/hr)	45		77				163					
Parking (#/hr)	0						0		0			
Turn Type	Perm						Perm	NA				
Protected Phases								6				
Permitted Phases	8						6					
Actuated Green, G (s)	10.8							67.2				
Effective Green, g (s)	10.8							67.2				
Actuated g/C Ratio	0.12							0.75				
Clearance Time (s)	6.0							6.0				
Vehicle Extension (s)	2.5							1.0				
Lane Grp Cap (vph)	162							3360				
v/s Ratio Prot												
v/s Ratio Perm	c0.08							0.32				
v/c Ratio	0.67							0.43				
Uniform Delay, d1	37.9							4.2				
Progression Factor	1.00							1.00				
Incremental Delay, d2	9.0							0.4				
Delay (s)	46.9							4.7				
Level of Service	D							A				
Approach Delay (s)		46.9			0.0			4.7			0.0	
Approach LOS		D			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Timings
101: Abbott Avenue & 69th Street

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	78	217	141	1265
Future Volume (vph)	78	217	141	1265
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	31.3	31.3	31.3	30.3
Total Split (s)	37.0	37.0	37.0	53.0
Total Split (%)	41.1%	41.1%	41.1%	58.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.3		6.3	6.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	29.9		29.9	47.5
Actuated g/C Ratio	0.33		0.33	0.53
v/c Ratio	0.21		0.96	0.60
Control Delay	18.3		68.7	16.2
Queue Delay	0.0		26.8	0.0
Total Delay	18.3		95.5	16.2
LOS	B		F	B
Approach Delay	18.3		95.5	16.2
Approach LOS	B		F	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 9 (10%), Referenced to phase 2:SBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 31.8	Intersection LOS: C
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Abbott Avenue & 69th Street

Queues
101: Abbott Avenue & 69th Street

Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	105	361	1390
v/c Ratio	0.21	0.96	0.60
Control Delay	18.3	68.7	16.2
Queue Delay	0.0	26.8	0.0
Total Delay	18.3	95.5	16.2
Queue Length 50th (ft)	33	196	193
Queue Length 95th (ft)	72	#370	238
Internal Link Dist (ft)	233	220	221
Turn Bay Length (ft)			
Base Capacity (vph)	508	386	2314
Starvation Cap Reductn	0	42	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.21	1.05	0.60

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
101: Abbott Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	78	26	217	141	0	0	0	0	95	1265	16
Future Volume (vph)	0	78	26	217	141	0	0	0	0	95	1265	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3						6.3	
Lane Util. Factor		1.00			1.00						0.91	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.97			1.00						1.00	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1452			1459						4385	
Flt Permitted		1.00			0.75						1.00	
Satd. Flow (perm)		1452			1134						4385	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	0	79	26	219	142	0	0	0	0	96	1278	16
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	92	0	0	361	0	0	0	0	0	1389	0
Confl. Peds. (#/hr)			6	6						25		15
Confl. Bikes (#/hr)			2									6
Parking (#/hr)		0	0	0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		29.9			29.9						47.5	
Effective Green, g (s)		29.9			29.9						47.5	
Actuated g/C Ratio		0.33			0.33						0.53	
Clearance Time (s)		6.3			6.3						6.3	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		482			376						2314	
v/s Ratio Prot		0.06										
v/s Ratio Perm					c0.32						0.32	
v/c Ratio		0.19			0.96						0.60	
Uniform Delay, d1		21.4			29.5						14.7	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.1			35.9						1.2	
Delay (s)		21.6			65.4						15.8	
Level of Service		C			E						B	
Approach Delay (s)		21.6			65.4			0.0			15.8	
Approach LOS		C			E			A			B	

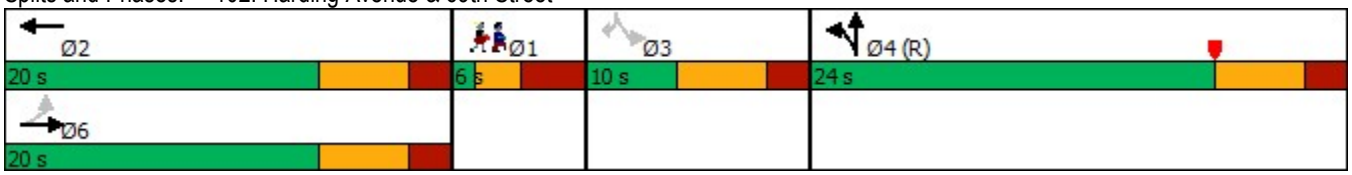
Intersection Summary			
HCM 2000 Control Delay	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
102: Harding Avenue & 69th Street

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR	Ø1
Lane Configurations								
Traffic Volume (vph)	17	165	171	133	170	51	45	
Future Volume (vph)	17	165	171	133	170	51	45	
Turn Type	Perm	NA	NA	Split	NA	Perm	Perm	
Protected Phases		6	2	4	4			1
Permitted Phases	6					3	3	
Detector Phase	6	6	2	4	4	3	3	
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	1.0
Minimum Split (s)	26.0	26.0	26.0	30.0	30.0	24.0	24.0	29.0
Total Split (s)	20.0	20.0	20.0	24.0	24.0	10.0	10.0	6.0
Total Split (%)	33.3%	33.3%	33.3%	40.0%	40.0%	16.7%	16.7%	10%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max	C-Max	None	None	None
Act Effct Green (s)		12.5	12.5	23.9	23.9	8.2	8.2	
Actuated g/C Ratio		0.21	0.21	0.40	0.40	0.14	0.14	
v/c Ratio		0.69	0.75	0.26	0.37	0.47	0.14	
Control Delay		34.8	36.5	16.8	17.0	37.1	0.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		34.8	36.5	16.8	17.0	37.1	0.8	
LOS		C	D	B	B	D	A	
Approach Delay		34.8	36.5		16.9			
Approach LOS		C	D		B			

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 7 (12%), Referenced to phase 4:NBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 26.3	Intersection LOS: C
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: Harding Avenue & 69th Street



Queues
102: Harding Avenue & 69th Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	204	237	149	220	57	51
v/c Ratio	0.69	0.75	0.26	0.37	0.47	0.14
Control Delay	34.8	36.5	16.8	17.0	37.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	36.5	16.8	17.0	37.1	0.8
Queue Length 50th (ft)	66	72	39	57	20	0
Queue Length 95th (ft)	#132	#158	83	116	49	0
Internal Link Dist (ft)	220	220		164		
Turn Bay Length (ft)			115			
Base Capacity (vph)	331	352	569	593	120	364
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.67	0.26	0.37	0.47	0.14

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
102: Harding Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	165	0	0	171	40	133	170	26	51	0	45
Future Volume (vph)	17	165	0	0	171	40	133	170	26	51	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0		6.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00		0.89
Flpb, ped/bikes		1.00			1.00		1.00	1.00		0.99		1.00
Frt		1.00			0.97		1.00	0.98		1.00		0.85
Flt Protected		1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)		1498			1454		1433	1472		1421		1137
Flt Permitted		0.95			1.00		0.95	1.00		0.59		1.00
Satd. Flow (perm)		1423			1454		1433	1472		880		1137
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	19	185	0	0	192	45	149	191	29	57	0	51
RTOR Reduction (vph)	0	0	0	0	14	0	0	8	0	0	0	45
Lane Group Flow (vph)	0	204	0	0	223	0	149	212	0	57	0	6
Confl. Peds. (#/hr)	25		64	64		25	21		11	11		21
Confl. Bikes (#/hr)			3			1			2			1
Parking (#/hr)	0	0			0	0	0	0	0	0		0
Turn Type	Perm	NA			NA		Split	NA		Perm		Perm
Protected Phases		6			2		4	4				
Permitted Phases	6									3		3
Actuated Green, G (s)		12.5			12.5		22.7	22.7		6.8		6.8
Effective Green, g (s)		12.5			12.5		22.7	22.7		6.8		6.8
Actuated g/C Ratio		0.21			0.21		0.38	0.38		0.11		0.11
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0		6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0		3.0
Lane Grp Cap (vph)		296			302		542	556		99		128
v/s Ratio Prot					c0.15		0.10	c0.14				
v/s Ratio Perm		0.14								c0.06		0.01
v/c Ratio		0.69			0.74		0.27	0.38		0.58		0.05
Uniform Delay, d1		22.0			22.2		12.9	13.5		25.2		23.7
Progression Factor		1.00			1.00		1.00	1.00		1.00		1.00
Incremental Delay, d2		6.5			9.1		1.3	2.0		7.9		0.1
Delay (s)		28.5			31.3		14.2	15.5		33.1		23.9
Level of Service		C			C		B	B		C		C
Approach Delay (s)		28.5			31.3			15.0			28.7	
Approach LOS		C			C			B			C	

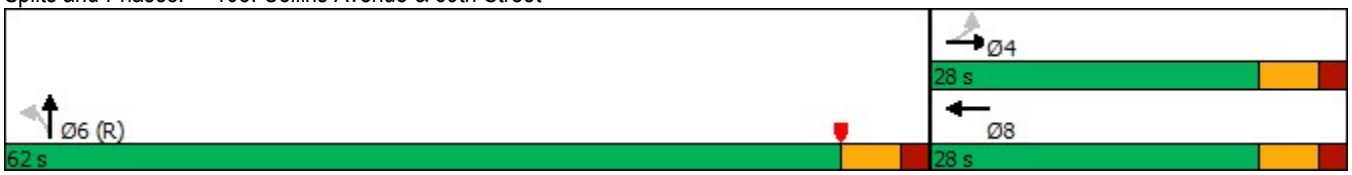
Intersection Summary			
HCM 2000 Control Delay	23.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
103: Collins Avenue & 69th Street

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations					
Traffic Volume (vph)	224	17	16	100	1193
Future Volume (vph)	224	17	16	100	1193
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		6
Permitted Phases	4			6	
Detector Phase	4	4	8	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	5.0	5.0
Minimum Split (s)	28.0	28.0	28.0	30.0	30.0
Total Split (s)	28.0	28.0	28.0	62.0	62.0
Total Split (%)	31.1%	31.1%	31.1%	68.9%	68.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)		21.3	21.3	56.7	56.7
Actuated g/C Ratio		0.24	0.24	0.63	0.63
v/c Ratio		0.93	0.08	0.14	0.45
Control Delay		74.4	18.1	6.5	9.8
Queue Delay		0.0	0.0	0.0	0.0
Total Delay		74.4	18.1	6.5	9.8
LOS		E	B	A	A
Approach Delay		74.4	18.1		9.6
Approach LOS		E	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 83 (92%), Referenced to phase 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Collins Avenue & 69th Street



Queues
103: Collins Avenue & 69th Street

Lane Group	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	261	32	109	1297
v/c Ratio	0.93	0.08	0.14	0.45
Control Delay	74.4	18.1	6.5	9.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	74.4	18.1	6.5	9.8
Queue Length 50th (ft)	144	7	31	170
Queue Length 95th (ft)	#288	30	37	210
Internal Link Dist (ft)	220	462		1280
Turn Bay Length (ft)			120	
Base Capacity (vph)	290	390	778	2885
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.90	0.08	0.14	0.45

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
103: Collins Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	224	17	0	0	16	14	100	1193	0	0	0	0
Future Volume (vph)	224	17	0	0	16	14	100	1193	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0				
Lane Util. Factor		1.00			1.00		1.00	0.91				
Frpb, ped/bikes		1.00			0.99		1.00	1.00				
Flpb, ped/bikes		0.99			1.00		0.86	1.00				
Frt		1.00			0.94		1.00	1.00				
Flt Protected		0.96			1.00		0.95	1.00				
Satd. Flow (prot)		1583			1550		1235	4577				
Flt Permitted		0.72			1.00		0.95	1.00				
Satd. Flow (perm)		1188			1550		1235	4577				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	243	18	0	0	17	15	109	1297	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	261	0	0	21	0	109	1297	0	0	0	0
Confl. Peds. (#/hr)	11			88		11	74		44			
Confl. Bikes (#/hr)						2			6			
Parking (#/hr)	0						0		0			
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			6				
Permitted Phases	4						6					
Actuated Green, G (s)		21.3			21.3		56.7	56.7				
Effective Green, g (s)		21.3			21.3		56.7	56.7				
Actuated g/C Ratio		0.24			0.24		0.63	0.63				
Clearance Time (s)		6.0			6.0		6.0	6.0				
Vehicle Extension (s)		2.5			2.5		1.0	1.0				
Lane Grp Cap (vph)		281			366		778	2883				
v/s Ratio Prot					0.01			c0.28				
v/s Ratio Perm		c0.22					0.09					
v/c Ratio		0.93			0.06		0.14	0.45				
Uniform Delay, d1		33.6			26.6		6.8	8.6				
Progression Factor		1.00			1.00		0.85	1.06				
Incremental Delay, d2		34.9			0.0		0.4	0.5				
Delay (s)		68.5			26.6		6.1	9.6				
Level of Service		E			C		A	A				
Approach Delay (s)		68.5			26.6			9.3			0.0	
Approach LOS		E			C			A			A	

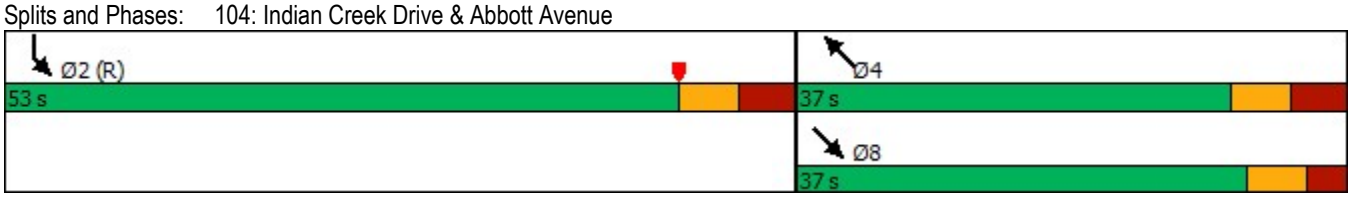
Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings
104: Indian Creek Drive & Abbott Avenue

Lane Group	SBL	SET	NWT
Lane Configurations			
Traffic Volume (vph)	1539	712	529
Future Volume (vph)	1539	712	529
Turn Type	Prot	NA	NA
Protected Phases	2	8	4
Permitted Phases			
Detector Phase	2	8	4
Switch Phase			
Minimum Initial (s)	4.0	7.0	7.0
Minimum Split (s)	41.9	24.8	25.9
Total Split (s)	53.0	37.0	37.0
Total Split (%)	58.9%	41.1%	41.1%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	3.9	2.8	3.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.9	6.8	7.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	52.0	23.3	22.2
Actuated g/C Ratio	0.58	0.26	0.25
v/c Ratio	0.67	0.65	0.72
Control Delay	15.5	31.9	36.3
Queue Delay	0.0	0.0	0.0
Total Delay	15.5	31.9	36.3
LOS	B	C	D
Approach Delay	15.5	31.9	36.3
Approach LOS	B	C	D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 2:SBL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: Indian Creek Drive & Abbott Avenue



Queues
104: Indian Creek Drive & Abbott Avenue

Lane Group	SBL	SET	NWT
Lane Group Flow (vph)	1677	766	569
v/c Ratio	0.67	0.65	0.72
Control Delay	15.5	31.9	36.3
Queue Delay	0.0	0.0	0.0
Total Delay	15.5	31.9	36.3
Queue Length 50th (ft)	215	142	156
Queue Length 95th (ft)	310	167	195
Internal Link Dist (ft)	421	415	339
Turn Bay Length (ft)			
Base Capacity (vph)	2510	1535	1029
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.67	0.50	0.55

Intersection Summary

HCM Signalized Intersection Capacity Analysis
104: Indian Creek Drive & Abbott Avenue

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	1539	20	0	712	529	0
Future Volume (vph)	1539	20	0	712	529	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.9			6.8	7.9	
Lane Util. Factor	0.94			0.91	0.95	
Frpb, ped/bikes	1.00			1.00	1.00	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	0.95			1.00	1.00	
Satd. Flow (prot)	4344			4577	3185	
Flt Permitted	0.95			1.00	1.00	
Satd. Flow (perm)	4344			4577	3185	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1655	22	0	766	569	0
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	1676	0	0	766	569	0
Confl. Peds. (#/hr)		10				10
Confl. Bikes (#/hr)		20				6
Parking (#/hr)	0	0				
Turn Type	Prot			NA	NA	
Protected Phases	2			8	4	
Permitted Phases						
Actuated Green, G (s)	52.0			23.3	22.2	
Effective Green, g (s)	52.0			23.3	22.2	
Actuated g/C Ratio	0.58			0.26	0.25	
Clearance Time (s)	7.9			6.8	7.9	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	2509			1184	785	
v/s Ratio Prot	c0.39			0.17	c0.18	
v/s Ratio Perm						
v/c Ratio	0.67			0.65	0.72	
Uniform Delay, d1	13.1			29.7	31.1	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.4			1.2	3.3	
Delay (s)	14.5			30.9	34.4	
Level of Service	B			C	C	
Approach Delay (s)	14.5			30.9	34.4	
Approach LOS	B			C	C	

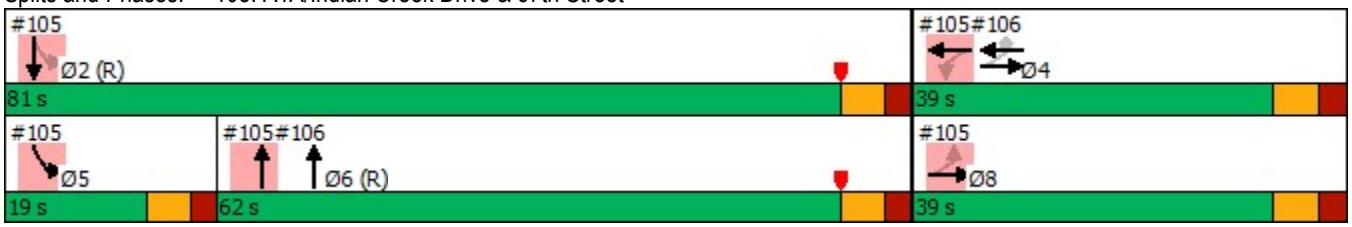
Intersection Summary			
HCM 2000 Control Delay	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings
105: A1A/Indian Creek Drive & 67th Street

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	1	5	89	2	505	124	2141
Future Volume (vph)	1	5	89	2	505	124	2141
Turn Type	Perm	NA	Perm	NA	NA	pm+pt	NA
Protected Phases		8		4	6	5	2
Permitted Phases	8		4			2	
Detector Phase	8	8	4	4	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	32.7	32.7	32.7	32.7	32.4	11.4	32.4
Total Split (s)	39.0	39.0	39.0	39.0	62.0	19.0	81.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	51.7%	15.8%	67.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.4
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.4	6.4	6.4
Lead/Lag					Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		17.4		17.4	74.5	89.5	89.5
Actuated g/C Ratio		0.14		0.14	0.62	0.75	0.75
v/c Ratio		0.04		0.67	0.28	0.24	0.99
Control Delay		31.9		55.6	12.0	6.1	32.7
Queue Delay		0.0		0.0	0.0	103.4	0.0
Total Delay		31.9		55.6	12.0	109.5	32.7
LOS		C		E	B	F	C
Approach Delay		31.9		55.6	12.0		36.9
Approach LOS		C		E	B		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 77 (64%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 33.2	Intersection LOS: C
Intersection Capacity Utilization 90.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 105: A1A/Indian Creek Drive & 67th Street



Queues
105: A1A/Indian Creek Drive & 67th Street

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	10	120	555	136	2353
v/c Ratio	0.04	0.67	0.28	0.24	0.99
Control Delay	31.9	55.6	12.0	6.1	32.7
Queue Delay	0.0	0.0	0.0	103.4	0.0
Total Delay	31.9	55.6	12.0	109.5	32.7
Queue Length 50th (ft)	4	84	95	25	798
Queue Length 95th (ft)	19	138	163	57	#1214
Internal Link Dist (ft)	577	1	158		321
Turn Bay Length (ft)				300	
Base Capacity (vph)	418	327	1978	592	2375
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	61	0	0	548	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.37	0.28	3.09	0.99

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
105: A1A/Indian Creek Drive & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	4	89	2	18	0	505	0	124	2141	0
Future Volume (vph)	1	5	4	89	2	18	0	505	0	124	2141	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			6.7			6.4		6.4	6.4	
Lane Util. Factor		1.00			1.00			0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00			1.00		1.00	1.00	
Flpb, ped/bikes		1.00			0.96			1.00		1.00	1.00	
Frt		0.95			0.98			1.00		1.00	1.00	
Flt Protected		1.00			0.96			1.00		0.95	1.00	
Satd. Flow (prot)		1578			1517			3185		1593	3185	
Flt Permitted		0.97			0.76			1.00		0.40	1.00	
Satd. Flow (perm)		1545			1197			3185		664	3185	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1	5	4	98	2	20	0	555	0	136	2353	0
RTOR Reduction (vph)	0	3	0	0	7	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	7	0	0	113	0	0	555	0	136	2353	0
Confl. Peds. (#/hr)				33								
Turn Type	Perm	NA		Perm	NA			NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4						2		
Actuated Green, G (s)		17.4			17.4			74.5		89.5	89.5	
Effective Green, g (s)		17.4			17.4			74.5		89.5	89.5	
Actuated g/C Ratio		0.14			0.14			0.62		0.75	0.75	
Clearance Time (s)		6.7			6.7			6.4		6.4	6.4	
Vehicle Extension (s)		2.5			3.5			1.0		3.0	1.0	
Lane Grp Cap (vph)		224			173			1977		561	2375	
v/s Ratio Prot								0.17		0.02	c0.74	
v/s Ratio Perm		0.00			c0.09					0.16		
v/c Ratio		0.03			0.65			0.28		0.24	0.99	
Uniform Delay, d1		44.0			48.5			10.4		4.6	14.8	
Progression Factor		1.00			0.85			1.00		1.00	1.00	
Incremental Delay, d2		0.0			8.9			0.4		0.2	16.4	
Delay (s)		44.1			50.3			10.8		4.9	31.3	
Level of Service		D			D			B		A	C	
Approach Delay (s)		44.1			50.3			10.8			29.8	
Approach LOS		D			D			B			C	

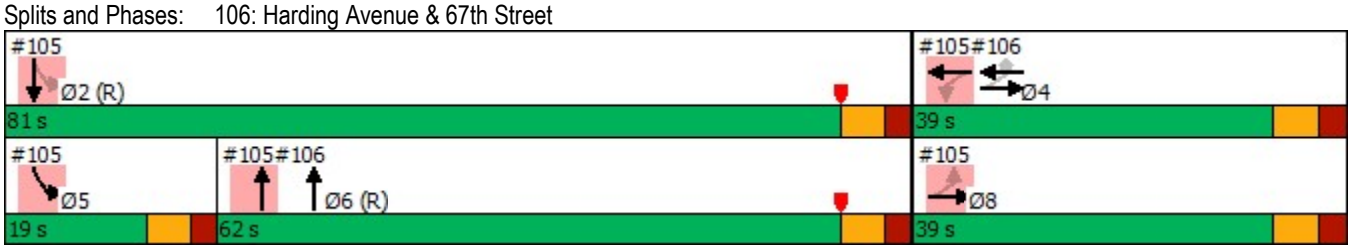
Intersection Summary			
HCM 2000 Control Delay	27.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Timings
106: Harding Avenue & 67th Street

Lane Group	EBL	EBT	WBT	WBR	NBT	Ø2	Ø5	Ø8
Lane Configurations								
Traffic Volume (vph)	3	126	18	17	158			
Future Volume (vph)	3	126	18	17	158			
Turn Type	Perm	NA	NA	Perm	NA			
Protected Phases		4	4		6	2	5	8
Permitted Phases	4			4				
Detector Phase	4	4	4	4	6			
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	5.0	7.0
Minimum Split (s)	32.7	32.7	32.7	32.7	32.4	32.4	11.4	32.7
Total Split (s)	39.0	39.0	39.0	39.0	62.0	81.0	19.0	39.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	51.7%	68%	16%	33%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.4	2.7
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			
Total Lost Time (s)		6.7	6.7	6.7	6.4			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?					Yes		Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	None
Act Effct Green (s)		17.4	17.4	17.4	74.5			
Actuated g/C Ratio		0.14	0.14	0.14	0.62			
v/c Ratio		0.59	0.08	0.07	0.12			
Control Delay		73.8	41.8	0.5	9.2			
Queue Delay		0.0	0.0	0.0	0.0			
Total Delay		73.8	41.8	0.5	9.2			
LOS		E	D	A	A			
Approach Delay		73.8	21.7		9.2			
Approach LOS		E	C		A			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 77 (64%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 33.4	Intersection LOS: C
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Harding Avenue & 67th Street



Queues
106: Harding Avenue & 67th Street

Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	141	20	19	217
v/c Ratio	0.59	0.08	0.07	0.12
Control Delay	73.8	41.8	0.5	9.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	73.8	41.8	0.5	9.2
Queue Length 50th (ft)	118	14	0	27
Queue Length 95th (ft)	186	34	0	57
Internal Link Dist (ft)	1	220		145
Turn Bay Length (ft)				
Base Capacity (vph)	448	451	405	1822
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	16	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.05	0.05	0.12

Intersection Summary

HCM Signalized Intersection Capacity Analysis
106: Harding Avenue & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	126	0	0	18	17	0	158	39	0	0	0
Future Volume (vph)	3	126	0	0	18	17	0	158	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			6.7	6.7		6.4				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	0.99		0.99				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.97				
Flt Protected		1.00			1.00	1.00		1.00				
Satd. Flow (prot)		1675			1676	1265		2914				
Flt Permitted		1.00			1.00	1.00		1.00				
Satd. Flow (perm)		1668			1676	1265		2914				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	3	138	0	0	20	19	0	174	43	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	16	0	13	0	0	0	0
Lane Group Flow (vph)	0	141	0	0	20	3	0	204	0	0	0	0
Confl. Peds. (#/hr)						1			8			
Parking (#/hr)				0		0		0	0			
Turn Type	Perm	NA			NA	Perm		NA				
Protected Phases		4			4			6				
Permitted Phases	4					4						
Actuated Green, G (s)		17.4			17.4	17.4		74.5				
Effective Green, g (s)		17.4			17.4	17.4		74.5				
Actuated g/C Ratio		0.14			0.14	0.14		0.62				
Clearance Time (s)		6.7			6.7	6.7		6.4				
Vehicle Extension (s)		3.5			3.5	3.5		1.0				
Lane Grp Cap (vph)		241			243	183		1809				
v/s Ratio Prot					0.01			c0.07				
v/s Ratio Perm		c0.08				0.00						
v/c Ratio		0.59			0.08	0.02		0.11				
Uniform Delay, d1		47.9			44.4	44.0		9.3				
Progression Factor		1.37			1.00	1.00		1.00				
Incremental Delay, d2		3.8			0.2	0.0		0.1				
Delay (s)		69.5			44.6	44.0		9.4				
Level of Service		E			D	D		A				
Approach Delay (s)		69.5			44.3			9.4			0.0	
Approach LOS		E			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	34.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.18		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

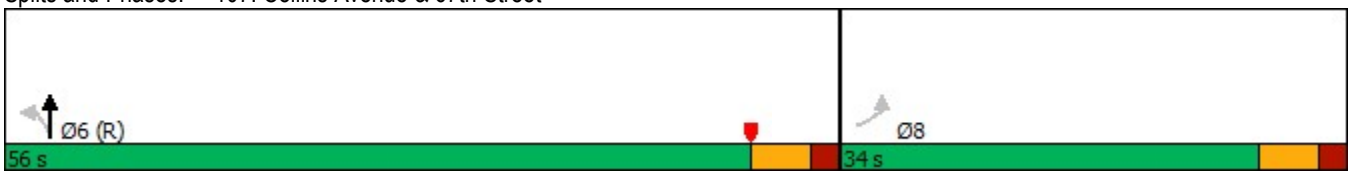
c Critical Lane Group

Timings
107: Collins Avenue & 67th Street

Lane Group	EBL	NBT
Lane Configurations		
Traffic Volume (vph)	101	1266
Future Volume (vph)	101	1266
Turn Type	Perm	NA
Protected Phases		6
Permitted Phases	8	
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	27.0	29.0
Total Split (s)	34.0	56.0
Total Split (%)	37.8%	62.2%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Max
Act Effct Green (s)	12.2	69.6
Actuated g/C Ratio	0.14	0.77
v/c Ratio	0.60	0.42
Control Delay	49.0	5.3
Queue Delay	0.0	0.0
Total Delay	49.0	5.3
LOS	D	A
Approach Delay		5.3
Approach LOS		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 46 (51%), Referenced to phase 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 45.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 107: Collins Avenue & 67th Street



Queues
107: Collins Avenue & 67th Street

Lane Group	EBL	NBT
Lane Group Flow (vph)	109	1462
v/c Ratio	0.60	0.42
Control Delay	49.0	5.3
Queue Delay	0.0	0.0
Total Delay	49.0	5.3
Queue Length 50th (ft)	59	100
Queue Length 95th (ft)	105	161
Internal Link Dist (ft)		333
Turn Bay Length (ft)		
Base Capacity (vph)	420	3480
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.26	0.42

Intersection Summary

HCM Signalized Intersection Capacity Analysis
107: Collins Avenue & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	0	0	0	0	0	94	1266	0	0	0	0
Future Volume (vph)	101	0	0	0	0	0	94	1266	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0							6.0				
Lane Util. Factor	1.00							0.91				
Frpb, ped/bikes	1.00							1.00				
Flpb, ped/bikes	0.94							0.99				
Frt	1.00							1.00				
Flt Protected	0.95							1.00				
Satd. Flow (prot)	1350							4501				
Flt Permitted	0.95							1.00				
Satd. Flow (perm)	1350							4501				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	109	0	0	0	0	0	101	1361	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	109	0	0	0	0	0	0	1462	0	0	0	0
Confl. Peds. (#/hr)	45		77				163					
Parking (#/hr)	0						0		0			
Turn Type	Perm						Perm	NA				
Protected Phases								6				
Permitted Phases	8						6					
Actuated Green, G (s)	10.8							67.2				
Effective Green, g (s)	10.8							67.2				
Actuated g/C Ratio	0.12							0.75				
Clearance Time (s)	6.0							6.0				
Vehicle Extension (s)	2.5							1.0				
Lane Grp Cap (vph)	162							3360				
v/s Ratio Prot												
v/s Ratio Perm	c0.08							0.32				
v/c Ratio	0.67							0.44				
Uniform Delay, d1	37.9							4.3				
Progression Factor	1.00							1.00				
Incremental Delay, d2	9.6							0.4				
Delay (s)	47.5							4.7				
Level of Service	D							A				
Approach Delay (s)		47.5			0.0			4.7			0.0	
Approach LOS		D			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Timings
101: Abbott Avenue & 69th Street

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	78	260	141	1280
Future Volume (vph)	78	260	141	1280
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	31.3	31.3	31.3	30.3
Total Split (s)	37.0	37.0	37.0	53.0
Total Split (%)	41.1%	41.1%	41.1%	58.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.3		6.3	6.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	30.7		30.7	46.7
Actuated g/C Ratio	0.34		0.34	0.52
v/c Ratio	0.21		1.07	0.62
Control Delay	18.2		96.9	16.8
Queue Delay	0.0		12.5	0.0
Total Delay	18.2		109.4	16.8
LOS	B		F	B
Approach Delay	18.2		109.4	16.8
Approach LOS	B		F	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 9 (10%), Referenced to phase 2:SBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 36.4	Intersection LOS: D
Intersection Capacity Utilization 71.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Abbott Avenue & 69th Street

Queues
101: Abbott Avenue & 69th Street

Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	105	405	1405
v/c Ratio	0.21	1.07	0.62
Control Delay	18.2	96.9	16.8
Queue Delay	0.0	12.5	0.0
Total Delay	18.2	109.4	16.8
Queue Length 50th (ft)	33	~257	195
Queue Length 95th (ft)	72	#434	242
Internal Link Dist (ft)	233	220	221
Turn Bay Length (ft)			
Base Capacity (vph)	508	379	2276
Starvation Cap Reductn	0	35	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.21	1.18	0.62

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
101: Abbott Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	78	26	260	141	0	0	0	0	95	1280	16
Future Volume (vph)	0	78	26	260	141	0	0	0	0	95	1280	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3						6.3	
Lane Util. Factor		1.00			1.00						0.91	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.97			1.00						1.00	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1452			1456						4385	
Flt Permitted		1.00			0.74						1.00	
Satd. Flow (perm)		1452			1114						4385	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	0	79	26	263	142	0	0	0	0	96	1293	16
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	92	0	0	405	0	0	0	0	0	1404	0
Confl. Peds. (#/hr)			6	6						25		15
Confl. Bikes (#/hr)			2									6
Parking (#/hr)		0	0	0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		30.7			30.7						46.7	
Effective Green, g (s)		30.7			30.7						46.7	
Actuated g/C Ratio		0.34			0.34						0.52	
Clearance Time (s)		6.3			6.3						6.3	
Vehicle Extension (s)		2.5			2.5						1.0	
Lane Grp Cap (vph)		495			379						2275	
v/s Ratio Prot		0.06										
v/s Ratio Perm					c0.36						0.32	
v/c Ratio		0.19			1.07						0.62	
Uniform Delay, d1		20.9			29.6						15.3	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.1			65.7						1.3	
Delay (s)		21.0			95.3						16.6	
Level of Service		C			F						B	
Approach Delay (s)		21.0			95.3			0.0			16.6	
Approach LOS		C			F			A			B	

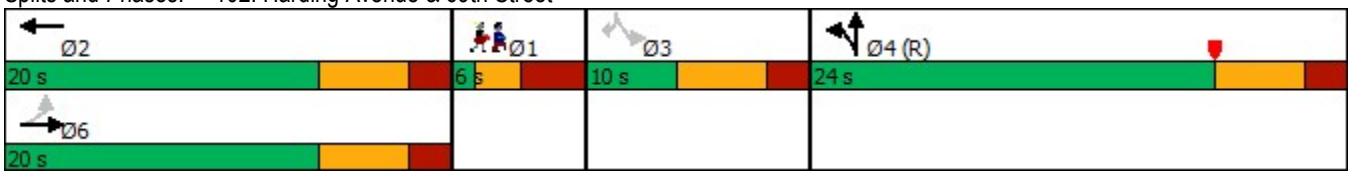
Intersection Summary			
HCM 2000 Control Delay	33.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
102: Harding Avenue & 69th Street

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR	Ø1
Lane Configurations								
Traffic Volume (vph)	17	165	214	133	170	51	45	
Future Volume (vph)	17	165	214	133	170	51	45	
Turn Type	Perm	NA	NA	Split	NA	Perm	Perm	
Protected Phases		6	2	4	4			1
Permitted Phases	6					3	3	
Detector Phase	6	6	2	4	4	3	3	
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	1.0
Minimum Split (s)	26.0	26.0	26.0	30.0	30.0	24.0	24.0	29.0
Total Split (s)	20.0	20.0	20.0	24.0	24.0	10.0	10.0	6.0
Total Split (%)	33.3%	33.3%	33.3%	40.0%	40.0%	16.7%	16.7%	10%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max	C-Max	None	None	None
Act Effct Green (s)		13.6	13.6	22.8	22.8	8.2	8.2	
Actuated g/C Ratio		0.23	0.23	0.38	0.38	0.14	0.14	
v/c Ratio		0.66	0.88	0.27	0.39	0.47	0.14	
Control Delay		33.2	50.7	17.1	17.5	37.1	0.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		33.2	50.7	17.1	17.5	37.1	0.8	
LOS		C	D	B	B	D	A	
Approach Delay		33.2	50.7		17.3			
Approach LOS		C	D		B			

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 7 (12%), Referenced to phase 4:NBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: Harding Avenue & 69th Street



Queues
102: Harding Avenue & 69th Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	204	304	149	220	57	51
v/c Ratio	0.66	0.88	0.27	0.39	0.47	0.14
Control Delay	33.2	50.7	17.1	17.5	37.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	50.7	17.1	17.5	37.1	0.8
Queue Length 50th (ft)	67	98	39	57	20	0
Queue Length 95th (ft)	#144	#223	83	116	49	0
Internal Link Dist (ft)	220	220		164		
Turn Bay Length (ft)			115			
Base Capacity (vph)	318	354	544	567	120	364
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.86	0.27	0.39	0.47	0.14

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
102: Harding Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	165	0	0	214	57	133	170	26	51	0	45
Future Volume (vph)	17	165	0	0	214	57	133	170	26	51	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0		6.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00		1.00
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00		0.89
Flpb, ped/bikes		1.00			1.00		1.00	1.00		0.99		1.00
Frt		1.00			0.97		1.00	0.98		1.00		0.85
Flt Protected		1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)		1499			1448		1433	1472		1421		1137
Flt Permitted		0.91			1.00		0.95	1.00		0.59		1.00
Satd. Flow (perm)		1368			1448		1433	1472		880		1137
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	19	185	0	0	240	64	149	191	29	57	0	51
RTOR Reduction (vph)	0	0	0	0	16	0	0	8	0	0	0	45
Lane Group Flow (vph)	0	204	0	0	288	0	149	212	0	57	0	6
Confl. Peds. (#/hr)	25		64	64		25	21		11	11		21
Confl. Bikes (#/hr)			3			1			2			1
Parking (#/hr)	0	0			0	0	0	0	0	0		0
Turn Type	Perm	NA			NA		Split	NA		Perm		Perm
Protected Phases		6			2		4	4				
Permitted Phases	6									3		3
Actuated Green, G (s)		13.6			13.6		21.6	21.6		6.8		6.8
Effective Green, g (s)		13.6			13.6		21.6	21.6		6.8		6.8
Actuated g/C Ratio		0.23			0.23		0.36	0.36		0.11		0.11
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0		6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0		3.0
Lane Grp Cap (vph)		310			328		515	529		99		128
v/s Ratio Prot					c0.20		0.10	c0.14				
v/s Ratio Perm		0.15								c0.06		0.01
v/c Ratio		0.66			0.88		0.29	0.40		0.58		0.05
Uniform Delay, d1		21.1			22.4		13.7	14.4		25.2		23.7
Progression Factor		1.00			1.00		1.00	1.00		1.00		1.00
Incremental Delay, d2		5.0			22.2		1.4	2.3		7.9		0.1
Delay (s)		26.1			44.6		15.1	16.6		33.1		23.9
Level of Service		C			D		B	B		C		C
Approach Delay (s)		26.1			44.6			16.0			28.7	
Approach LOS		C			D			B			C	

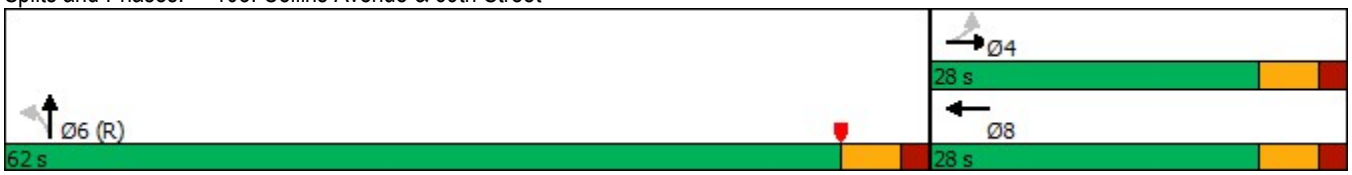
Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
103: Collins Avenue & 69th Street

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations					
Traffic Volume (vph)	224	17	16	160	1205
Future Volume (vph)	224	17	16	160	1205
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		6
Permitted Phases	4			6	
Detector Phase	4	4	8	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	5.0	5.0
Minimum Split (s)	28.0	28.0	28.0	30.0	30.0
Total Split (s)	28.0	28.0	28.0	62.0	62.0
Total Split (%)	31.1%	31.1%	31.1%	68.9%	68.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)		21.3	21.3	56.7	56.7
Actuated g/C Ratio		0.24	0.24	0.63	0.63
v/c Ratio		0.93	0.08	0.22	0.45
Control Delay		74.4	18.1	6.5	9.0
Queue Delay		0.0	0.0	0.0	0.0
Total Delay		74.4	18.1	6.5	9.0
LOS		E	B	A	A
Approach Delay		74.4	18.1		8.7
Approach LOS		E	B		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 83 (92%), Referenced to phase 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 57.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Collins Avenue & 69th Street



Queues
103: Collins Avenue & 69th Street

Lane Group	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	261	32	174	1310
v/c Ratio	0.93	0.08	0.22	0.45
Control Delay	74.4	18.1	6.5	9.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	74.4	18.1	6.5	9.0
Queue Length 50th (ft)	144	7	47	176
Queue Length 95th (ft)	#288	30	30	102
Internal Link Dist (ft)	220	462		623
Turn Bay Length (ft)			120	
Base Capacity (vph)	290	390	778	2885
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.90	0.08	0.22	0.45

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
103: Collins Avenue & 69th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	224	17	0	0	16	14	160	1205	0	0	0	0
Future Volume (vph)	224	17	0	0	16	14	160	1205	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0				
Lane Util. Factor		1.00			1.00		1.00	0.91				
Frpb, ped/bikes		1.00			0.99		1.00	1.00				
Flpb, ped/bikes		0.99			1.00		0.86	1.00				
Frt		1.00			0.94		1.00	1.00				
Flt Protected		0.96			1.00		0.95	1.00				
Satd. Flow (prot)		1583			1550		1235	4577				
Flt Permitted		0.72			1.00		0.95	1.00				
Satd. Flow (perm)		1188			1550		1235	4577				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	243	18	0	0	17	15	174	1310	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	261	0	0	21	0	174	1310	0	0	0	0
Confl. Peds. (#/hr)	11			88		11	74		44			
Confl. Bikes (#/hr)						2			6			
Parking (#/hr)	0						0		0			
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			6				
Permitted Phases	4						6					
Actuated Green, G (s)		21.3			21.3		56.7	56.7				
Effective Green, g (s)		21.3			21.3		56.7	56.7				
Actuated g/C Ratio		0.24			0.24		0.63	0.63				
Clearance Time (s)		6.0			6.0		6.0	6.0				
Vehicle Extension (s)		2.5			2.5		1.0	1.0				
Lane Grp Cap (vph)		281			366		778	2883				
v/s Ratio Prot					0.01			c0.29				
v/s Ratio Perm		c0.22					0.14					
v/c Ratio		0.93			0.06		0.22	0.45				
Uniform Delay, d1		33.6			26.6		7.2	8.6				
Progression Factor		1.00			1.00		0.78	0.96				
Incremental Delay, d2		34.9			0.0		0.6	0.5				
Delay (s)		68.5			26.6		6.2	8.8				
Level of Service		E			C		A	A				
Approach Delay (s)		68.5			26.6			8.5			0.0	
Approach LOS		E			C			A			A	

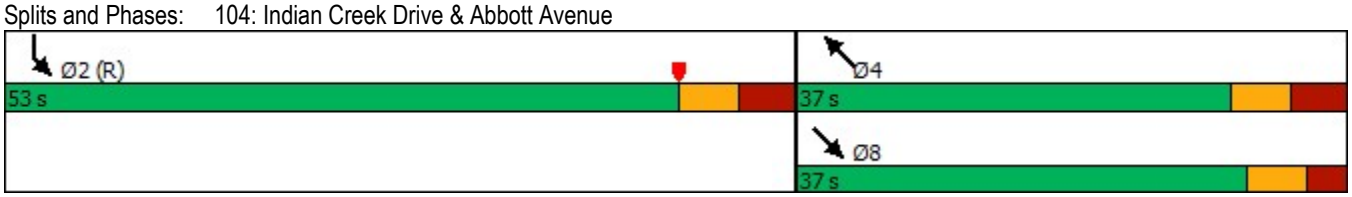
Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings
104: Indian Creek Drive & Abbott Avenue

Lane Group	SBL	SET	NWT
Lane Configurations			
Traffic Volume (vph)	1597	735	529
Future Volume (vph)	1597	735	529
Turn Type	Prot	NA	NA
Protected Phases	2	8	4
Permitted Phases			
Detector Phase	2	8	4
Switch Phase			
Minimum Initial (s)	4.0	7.0	7.0
Minimum Split (s)	41.9	24.8	25.9
Total Split (s)	53.0	37.0	37.0
Total Split (%)	58.9%	41.1%	41.1%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	3.9	2.8	3.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.9	6.8	7.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	51.9	23.4	22.3
Actuated g/C Ratio	0.58	0.26	0.25
v/c Ratio	0.69	0.67	0.72
Control Delay	16.0	32.3	36.2
Queue Delay	0.0	0.0	0.0
Total Delay	16.0	32.3	36.2
LOS	B	C	D
Approach Delay	16.0	32.3	36.2
Approach LOS	B	C	D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 2:SBL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 23.9	Intersection LOS: C
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: Indian Creek Drive & Abbott Avenue



Queues
104: Indian Creek Drive & Abbott Avenue

Lane Group	SBL	SET	NWT
Lane Group Flow (vph)	1739	790	569
v/c Ratio	0.69	0.67	0.72
Control Delay	16.0	32.3	36.2
Queue Delay	0.0	0.0	0.0
Total Delay	16.0	32.3	36.2
Queue Length 50th (ft)	228	147	156
Queue Length 95th (ft)	329	172	195
Internal Link Dist (ft)	421	415	339
Turn Bay Length (ft)			
Base Capacity (vph)	2508	1535	1029
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.69	0.51	0.55

Intersection Summary

HCM Signalized Intersection Capacity Analysis
104: Indian Creek Drive & Abbott Avenue

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	1597	20	0	735	529	0
Future Volume (vph)	1597	20	0	735	529	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.9			6.8	7.9	
Lane Util. Factor	0.94			0.91	0.95	
Frpb, ped/bikes	1.00			1.00	1.00	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	1.00			1.00	1.00	
Flt Protected	0.95			1.00	1.00	
Satd. Flow (prot)	4344			4577	3185	
Flt Permitted	0.95			1.00	1.00	
Satd. Flow (perm)	4344			4577	3185	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1717	22	0	790	569	0
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	1738	0	0	790	569	0
Confl. Peds. (#/hr)		10				10
Confl. Bikes (#/hr)		20				6
Parking (#/hr)	0	0				
Turn Type	Prot			NA	NA	
Protected Phases	2			8	4	
Permitted Phases						
Actuated Green, G (s)	51.9			23.4	22.3	
Effective Green, g (s)	51.9			23.4	22.3	
Actuated g/C Ratio	0.58			0.26	0.25	
Clearance Time (s)	7.9			6.8	7.9	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	2505			1190	789	
v/s Ratio Prot	c0.40			0.17	c0.18	
v/s Ratio Perm						
v/c Ratio	0.69			0.66	0.72	
Uniform Delay, d1	13.4			29.8	31.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	1.6			1.4	3.3	
Delay (s)	15.1			31.2	34.3	
Level of Service	B			C	C	
Approach Delay (s)	15.1			31.2	34.3	
Approach LOS	B			C	C	

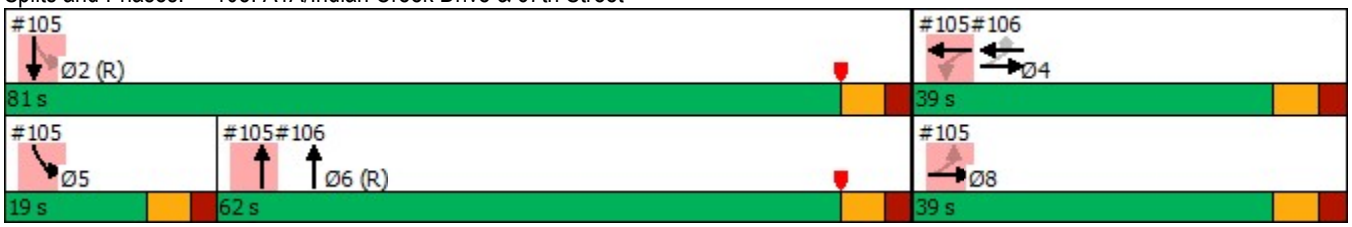
Intersection Summary			
HCM 2000 Control Delay	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Timings
105: A1A/Indian Creek Drive & 67th Street

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	1	5	89	2	505	162	2184
Future Volume (vph)	1	5	89	2	505	162	2184
Turn Type	Perm	NA	Perm	NA	NA	pm+pt	NA
Protected Phases		8		4	6	5	2
Permitted Phases	8		4			2	
Detector Phase	8	8	4	4	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	10.0	10.0	5.0	5.0	5.0
Minimum Split (s)	32.7	32.7	32.7	32.7	32.4	11.4	32.4
Total Split (s)	39.0	39.0	39.0	39.0	62.0	19.0	81.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	51.7%	15.8%	67.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.4
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.4	6.4	6.4
Lead/Lag					Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		17.4		17.4	73.5	89.5	89.5
Actuated g/C Ratio		0.14		0.14	0.61	0.75	0.75
v/c Ratio		0.04		0.67	0.28	0.31	1.01
Control Delay		31.9		55.6	12.6	6.6	37.8
Queue Delay		0.0		0.0	0.0	97.3	0.0
Total Delay		31.9		55.6	12.6	103.9	37.8
LOS		C		E	B	F	D
Approach Delay		31.9		55.6	12.6		42.4
Approach LOS		C		E	B		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 77 (64%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 37.8	Intersection LOS: D
Intersection Capacity Utilization 91.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 105: A1A/Indian Creek Drive & 67th Street



Queues
105: A1A/Indian Creek Drive & 67th Street

Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	10	120	555	178	2400
v/c Ratio	0.04	0.67	0.28	0.31	1.01
Control Delay	31.9	55.6	12.6	6.6	37.8
Queue Delay	0.0	0.0	0.0	97.3	0.0
Total Delay	31.9	55.6	12.6	103.9	37.8
Queue Length 50th (ft)	4	84	97	34	~888
Queue Length 95th (ft)	19	138	168	73	#1253
Internal Link Dist (ft)	577	15	158		321
Turn Bay Length (ft)				300	
Base Capacity (vph)	418	327	1950	592	2375
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	50	0	0	540	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.37	0.28	3.42	1.01

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
105: A1A/Indian Creek Drive & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	4	89	2	18	0	505	0	162	2184	0
Future Volume (vph)	1	5	4	89	2	18	0	505	0	162	2184	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			6.7			6.4		6.4	6.4	
Lane Util. Factor		1.00			1.00			0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00			1.00		1.00	1.00	
Flpb, ped/bikes		1.00			0.96			1.00		1.00	1.00	
Frt		0.95			0.98			1.00		1.00	1.00	
Flt Protected		1.00			0.96			1.00		0.95	1.00	
Satd. Flow (prot)		1578			1517			3185		1593	3185	
Flt Permitted		0.97			0.76			1.00		0.39	1.00	
Satd. Flow (perm)		1545			1197			3185		661	3185	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1	5	4	98	2	20	0	555	0	178	2400	0
RTOR Reduction (vph)	0	3	0	0	7	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	7	0	0	113	0	0	555	0	178	2400	0
Confl. Peds. (#/hr)				33								
Turn Type	Perm	NA		Perm	NA			NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4						2		
Actuated Green, G (s)		17.4			17.4			73.5		89.5	89.5	
Effective Green, g (s)		17.4			17.4			73.5		89.5	89.5	
Actuated g/C Ratio		0.14			0.14			0.61		0.75	0.75	
Clearance Time (s)		6.7			6.7			6.4		6.4	6.4	
Vehicle Extension (s)		2.5			3.5			1.0		3.0	1.0	
Lane Grp Cap (vph)		224			173			1950		567	2375	
v/s Ratio Prot								0.17		0.03	c0.75	
v/s Ratio Perm		0.00			c0.09					0.21		
v/c Ratio		0.03			0.65			0.28		0.31	1.01	
Uniform Delay, d1		44.0			48.5			10.9		4.8	15.2	
Progression Factor		1.00			0.85			1.00		1.00	1.00	
Incremental Delay, d2		0.0			8.9			0.4		0.3	21.1	
Delay (s)		44.1			50.3			11.3		5.1	36.3	
Level of Service		D			D			B		A	D	
Approach Delay (s)		44.1			50.3			11.3			34.2	
Approach LOS		D			D			B			C	

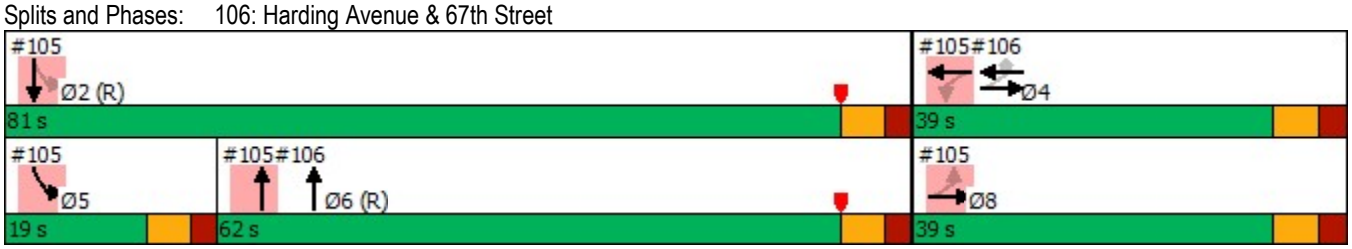
Intersection Summary			
HCM 2000 Control Delay	30.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Timings
106: Harding Avenue & 67th Street

Lane Group	EBL	EBT	WBT	WBR	NBT	Ø2	Ø5	Ø8
Lane Configurations								
Traffic Volume (vph)	3	126	18	17	158			
Future Volume (vph)	3	126	18	17	158			
Turn Type	Perm	NA	NA	Perm	NA			
Protected Phases		4	4		6	2	5	8
Permitted Phases	4			4				
Detector Phase	4	4	4	4	6			
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	5.0	7.0
Minimum Split (s)	32.7	32.7	32.7	32.7	32.4	32.4	11.4	32.7
Total Split (s)	39.0	39.0	39.0	39.0	62.0	81.0	19.0	39.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	51.7%	68%	16%	33%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.4	2.4	2.4	2.7
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			
Total Lost Time (s)		6.7	6.7	6.7	6.4			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?					Yes		Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	None
Act Effct Green (s)		17.4	17.4	17.4	73.5			
Actuated g/C Ratio		0.14	0.14	0.14	0.61			
v/c Ratio		0.59	0.08	0.07	0.14			
Control Delay		73.5	41.8	0.5	8.4			
Queue Delay		0.0	0.0	0.0	0.0			
Total Delay		73.5	41.8	0.5	8.4			
LOS		E	D	A	A			
Approach Delay		73.5	21.7		8.4			
Approach LOS		E	C		A			

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 77 (64%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 106: Harding Avenue & 67th Street



Queues
106: Harding Avenue & 67th Street

Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	141	20	19	245
v/c Ratio	0.59	0.08	0.07	0.14
Control Delay	73.5	41.8	0.5	8.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	73.5	41.8	0.5	8.4
Queue Length 50th (ft)	118	14	0	27
Queue Length 95th (ft)	186	34	0	59
Internal Link Dist (ft)	15	220		145
Turn Bay Length (ft)				
Base Capacity (vph)	448	451	405	1780
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	11	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.05	0.05	0.14

Intersection Summary

HCM Signalized Intersection Capacity Analysis
106: Harding Avenue & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	126	0	0	18	17	0	158	65	0	0	0
Future Volume (vph)	3	126	0	0	18	17	0	158	65	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			6.7	6.7		6.4				
Lane Util. Factor		1.00			1.00	1.00		0.95				
Frpb, ped/bikes		1.00			1.00	0.99		0.99				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.96				
Flt Protected		1.00			1.00	1.00		1.00				
Satd. Flow (prot)		1675			1676	1265		2863				
Flt Permitted		1.00			1.00	1.00		1.00				
Satd. Flow (perm)		1668			1676	1265		2863				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	3	138	0	0	20	19	0	174	71	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	16	0	26	0	0	0	0
Lane Group Flow (vph)	0	141	0	0	20	3	0	219	0	0	0	0
Confl. Peds. (#/hr)						1			8			
Parking (#/hr)				0		0		0	0			
Turn Type	Perm	NA			NA	Perm		NA				
Protected Phases		4			4			6				
Permitted Phases	4					4						
Actuated Green, G (s)		17.4			17.4	17.4		73.5				
Effective Green, g (s)		17.4			17.4	17.4		73.5				
Actuated g/C Ratio		0.14			0.14	0.14		0.61				
Clearance Time (s)		6.7			6.7	6.7		6.4				
Vehicle Extension (s)		3.5			3.5	3.5		1.0				
Lane Grp Cap (vph)		241			243	183		1753				
v/s Ratio Prot					0.01			c0.08				
v/s Ratio Perm		c0.08				0.00						
v/c Ratio		0.59			0.08	0.02		0.12				
Uniform Delay, d1		47.9			44.4	44.0		9.8				
Progression Factor		1.37			1.00	1.00		1.00				
Incremental Delay, d2		3.7			0.2	0.0		0.1				
Delay (s)		69.3			44.6	44.0		9.9				
Level of Service		E			D	D		A				
Approach Delay (s)		69.3			44.3			9.9			0.0	
Approach LOS		E			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	32.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

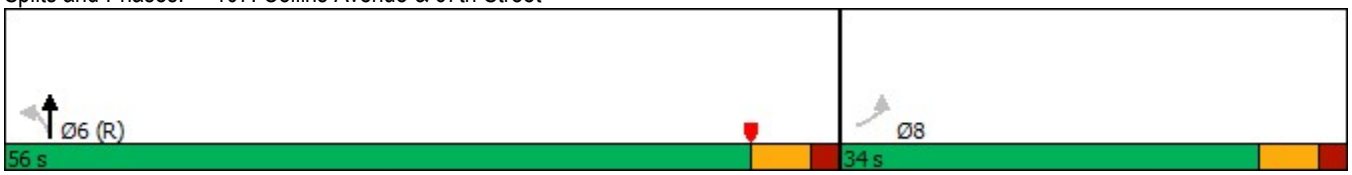
c Critical Lane Group

Timings
107: Collins Avenue & 67th Street

Lane Group	EBL	NBT
Lane Configurations		
Traffic Volume (vph)	165	1296
Future Volume (vph)	165	1296
Turn Type	Perm	NA
Protected Phases		6
Permitted Phases	8	
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	27.0	29.0
Total Split (s)	34.0	56.0
Total Split (%)	37.8%	62.2%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Max
Act Effct Green (s)	16.7	61.3
Actuated g/C Ratio	0.19	0.68
v/c Ratio	0.71	0.49
Control Delay	49.1	8.2
Queue Delay	0.1	0.0
Total Delay	49.1	8.2
LOS	D	A
Approach Delay		8.2
Approach LOS		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 46 (51%), Referenced to phase 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 107: Collins Avenue & 67th Street



Queues
107: Collins Avenue & 67th Street

Lane Group	EBL	NBT
Lane Group Flow (vph)	177	1495
v/c Ratio	0.71	0.49
Control Delay	49.1	8.2
Queue Delay	0.1	0.0
Total Delay	49.1	8.2
Queue Length 50th (ft)	95	129
Queue Length 95th (ft)	150	208
Internal Link Dist (ft)		333
Turn Bay Length (ft)		
Base Capacity (vph)	420	3069
Starvation Cap Reductn	10	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.43	0.49

Intersection Summary

HCM Signalized Intersection Capacity Analysis
107: Collins Avenue & 67th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	0	0	0	0	0	94	1296	0	0	0	0
Future Volume (vph)	165	0	0	0	0	0	94	1296	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0							6.0				
Lane Util. Factor	1.00							0.91				
Frpb, ped/bikes	1.00							1.00				
Flpb, ped/bikes	0.94							0.99				
Frt	1.00							1.00				
Flt Protected	0.95							1.00				
Satd. Flow (prot)	1350							4502				
Flt Permitted	0.95							1.00				
Satd. Flow (perm)	1350							4502				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	177	0	0	0	0	0	101	1394	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	177	0	0	0	0	0	0	1495	0	0	0	0
Confl. Peds. (#/hr)	45		77				163					
Parking (#/hr)	0						0		0			
Turn Type	Perm						Perm	NA				
Protected Phases								6				
Permitted Phases	8						6					
Actuated Green, G (s)	16.7							61.3				
Effective Green, g (s)	16.7							61.3				
Actuated g/C Ratio	0.19							0.68				
Clearance Time (s)	6.0							6.0				
Vehicle Extension (s)	2.5							1.0				
Lane Grp Cap (vph)	250							3066				
v/s Ratio Prot												
v/s Ratio Perm	c0.13							0.33				
v/c Ratio	0.71							0.49				
Uniform Delay, d1	34.4							6.9				
Progression Factor	1.00							1.00				
Incremental Delay, d2	8.2							0.6				
Delay (s)	42.6							7.4				
Level of Service	D							A				
Approach Delay (s)		42.6			0.0			7.4			0.0	
Approach LOS		D			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
201: Collins Avenue & Driveway

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	72	1273	94	0	0
Future Volume (Veh/h)	0	72	1273	94	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	78	1384	102	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			657			703
pX, platoon unblocked	0.89	0.89			0.89	
vC, conflicting volume	1435	512			1486	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1059	23			1116	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			100	
cM capacity (veh/h)	196	934			554	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	78	554	554	379
Volume Left	0	0	0	0
Volume Right	78	0	0	102
cSH	934	1700	1700	1700
Volume to Capacity	0.08	0.33	0.33	0.22
Queue Length 95th (ft)	7	0	0	0
Control Delay (s)	9.2	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.2	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	37.8%	ICU Level of Service	A
Analysis Period (min)	15		