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Detroit, MI 48243

17199 N. Laurel Park Drive
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November 1, 2023

Attn: Permit Engineer - Macomb

Re: Sheetz Store Traffic Impact Study – Fraser, MI

Please see the attached Traffic Impact Study (TIS) for the proposed Sheetz development in Fraser, MI.

Please send follow-up questions relating to this study to Lauren.Warren@itsc2g.com or 313-338-8716.

Sincerely,

Lauren a Warren

Lauren Warren, PE, PTOE, PMP
Cincar Consulting Group, LLC

SHEETZ TRAFFIC IMPACT STUDY

Fraser, MI

Cincar Consulting Group, LLC
17199 N. Laurel Park Drive, Suite 204
Livonia, MI 48152



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1.0 Introduction

The purpose of this study is to determine the additional traffic associated with the proposed new Sheetz Gas Station and Convenience Store in Fraser, Macomb County, Michigan. The project site is located at 32981 Utica Road; south of 14 Mile Road and west of Utica Road. The site will have two points of access, one along Utica Road and one along 14 Mile Road. Eight study intersections were selected for analysis and are illustrated in **Figure 1**.

1. Utica Road at Mulvey Road
2. Utica Road at 14 Mile Road
3. Utica Road at Garfield Road / Admiral
4. Utica Road at Masonic
5. Utica Road at M-97 (Groesbeck Highway)
6. 14 Mile Road at Hayes Road
7. 14 Mile Road at Garfield Road
8. 14 Mile Road at Groesbeck Highway

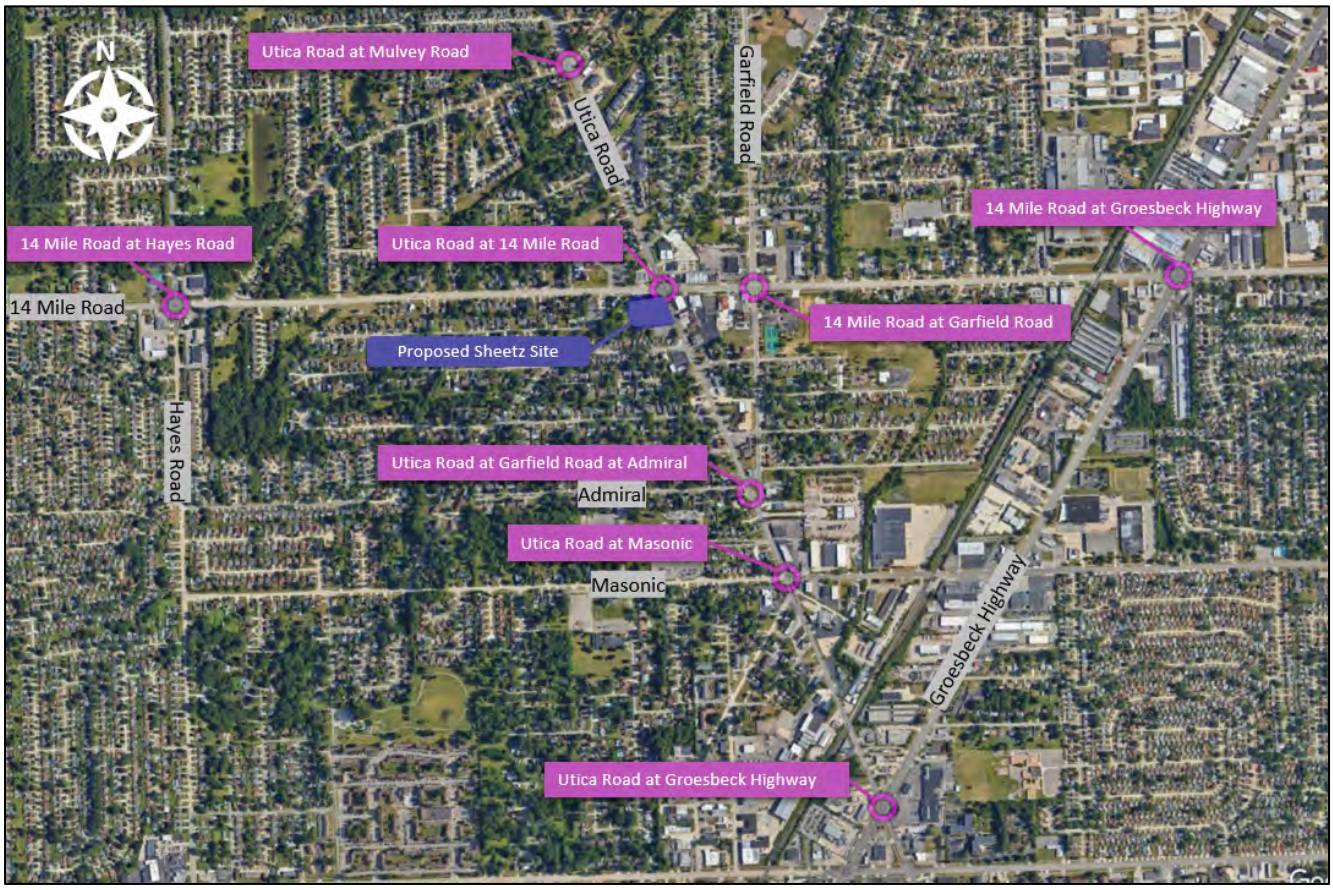


Figure 1. Study Area and Intersections

The proposed project will consist of one Sheetz gas station/convenience store (6,139 SQ. FT.) with 16 vehicle fueling stations and 50 parking spots. The development is anticipated to be

completed and open for business in 2025. There are two (2) proposed access points to the development site; one on Utica Road and one on 14 Mile Road.

2.0 Background Information

This section of the report will review the existing roadways, intersections, volumes, and levels of service.

2.1 Roadways

Utica Road, beginning at the northern project limits, is a four-lane roadway with a continuous center left-turn lane. This road geometry continues between Mulvey Road and 350 feet north of E 14 Mile Road. To the south of this section, Utica Road no longer has a center turn lane. The roadway runs northwest to southeast. A railroad crosses Utica Road approximately 812 ft northwest of Groesbeck Highway. There are also several driveways along the entire stretch of Utica Road on both sides. Nonmotorized paths are present along the roadway although are not continuous and require crossing from one side of the road to the other. Curb and gutter are located along the road. The posted speed limit is 35 MPH.

Mulvey Road, is a two-lane roadway that runs northeast to southwest. Mulvey is primarily a residential roadway with driveways along the entire stretch of the roadway on both sides. Curb and gutter are located along the road. The posted speed limit is 25 MPH.

14 Mile Road, within the project limits is a four-lane roadway with a continuous center left-turn lane. The roadway runs east to west. A railroad crosses the roadway 730 ft west of the intersection at Groesbeck Highway. Residential and business driveways are present along the entire stretch of Utica Road on both sides. Nonmotorized paths are available throughout the roadway although are not continuous and require crossing from one side of the road to the other. Curb and gutter are located along the roadway. From west to east, the posted speed limit is 45 MPH at Hayes Road and drops to 35 MPH approaching Utica Road. The speed increases back to 45 MPH around Kennedy Drive (to the east of Garfield Road and sustains past Groesbeck Highway.

M-97 (Groesbeck Highway) is primarily a six-lane roadway with a continuous center left-turn lane, north of 14 Mile Road the lanes reduce to a 4-lane section with continuous center left-turn lane. The roadway runs northeast to southwest. Groesbeck Highway services larger industrial and commercial uses with driveways on both sides. A nonmotorized path is available on the west side of the roadway. Curb and gutter are located along the roadway. The posted speed limit is 50 MPH.

Garfield Road, starting from the northern project limits, is a two-lane roadway with a continuous center left-turn lane. The roadway runs north to south. There are also several driveways along the roadway on both sides and to the north of 14 Mile and Fraser High-School. Nonmotorized paths are available on both sides of the roadway. Curb and gutter are located

along the roadway. The posted speed limit is 30 MPH south of 14 Mile Road and 40 MPH north of 14 Mile Road.

Hayes Road, starting at the northern project limits is a two-lane roadway with occasional right turn pockets that runs north to south. Hayes Road is primarily servicing residential roadway with driveways along the entire stretch of the roadway on both sides. Nonmotorized paths are available throughout the roadway on the west side and sparse on the east side. Curb and gutter are located along the road. The posted speed limit is 30 MPH within the project limits.

Masonic, starting from the western project limits, is a two-lane roadway, to the east of Utica Road a continuous center left-turn lane is added. The roadway runs east to west. There are also several driveways along the roadway on both sides. Nonmotorized paths are available continuously along the south side of the roadway west of Utica Road and on the north side of the roadway from Utica Road to Danna Street, and from Fruehauf Road to Sherwood Lane. There is a marked bike lane east of Utica Road and a railroad crosses Masonic approximately 740 ft west of Groesbeck Highway. Curb and gutter are located along the roadway. The posted speed limit is 30 MPH.

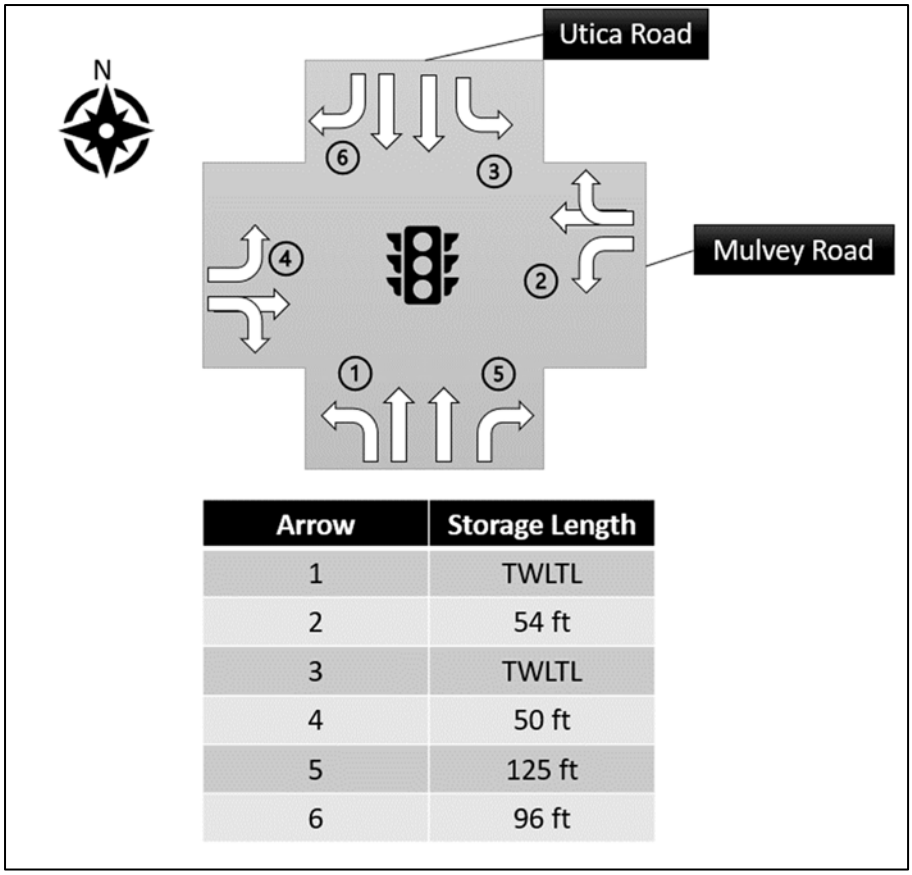
Admiral is a local residential dead-end street that ties into Utica Road just north of Garfield Road. The road also provides access to Ralph Waldo Emerson Elementary School off Danna Street. Nonmotorized paths are continuous along both sides of the roadway. Curb and gutter are located along the roadway. The posted speed limit is 25 MPH.

M-97 (Groesbeck Highway) is under the jurisdiction of MDOT, and all other roadways are under the jurisdiction of the Macomb County Department of Roads (MCDR).

2.2 Intersections

There are eight study intersections included in the analysis.

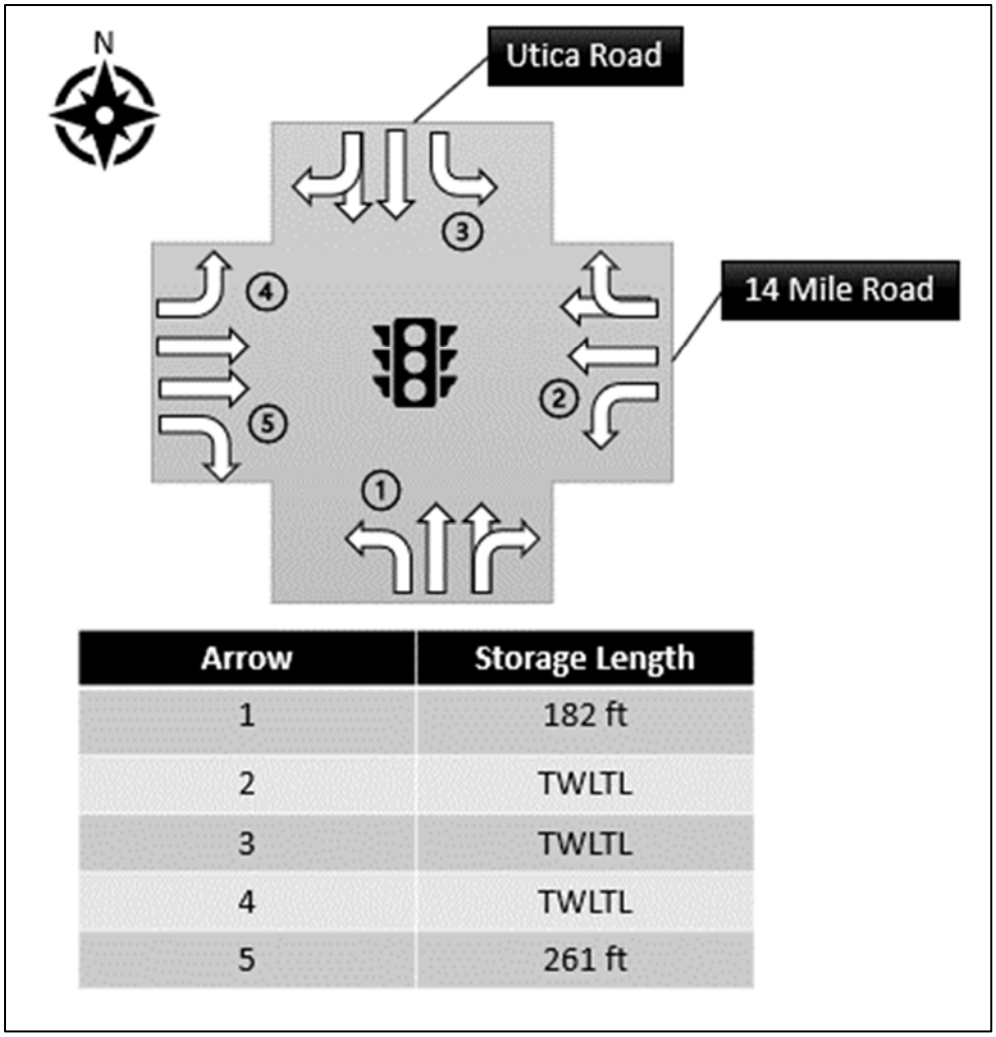
1. **Utica Road and Mulvey Road** intersection is controlled by a traffic signal. **Figure 2** illustrates the geometry of the intersection.
    a. The traffic signal is a diagonal span, two-phased signal. One phase for northbound-southbound traffic, and one phase for eastbound-westbound traffic.
    b. The left-turns are permitted for both phases. Northbound and southbound traffic has a left only lane utilization sign on the span wire.
    c. There are marked crosswalks on all four legs of the intersection with ADA curb ramp and pedestrian countdown signal heads in all quadrants.



Arrow	Storage Length
1	TWLTL
2	54 ft
3	TWLTL
4	50 ft
5	125 ft
6	96 ft

Figure 2. Intersection of Utica Road and Mulvey Road

2. **Utica Road and 14 Mile Road** intersection is controlled by a traffic signal. **Figure 3** illustrates the geometry of the intersection.
    a. The traffic signal is a box span system with four (4) phases. One phase for northbound-southbound left turns, one phase for northbound-southbound throughs. One phase for eastbound-westbound left turns, one phase for eastbound-westbound through traffic. There is an eastbound protected right turn overlap.
    b. The left-turn heads at all legs of the intersection are four level heads that allows for a protected-permitted phase for left turns. The eastbound right signal doghouse.
    c. There are marked crosswalks on all four legs of the intersection with ADA curb ramp, pedestrian push buttons, and pedestrian countdown signal heads in all quadrants.



Arrow	Storage Length
1	182 ft
2	TWLTL
3	TWLTL
4	TWLTL
5	261 ft

***Figure 3**. Intersection at Utica Road and 14 Mile Road*

3. **Utica Road and Garfield Road / Admiral** intersection is a controlled three leg intersection. **Figure 4** illustrates the geometry of the intersection.
    a. The traffic signal is a diagonal span system with two (2) phases. One phase for northbound-southbound traffic, and one phase for westbound traffic.
    b. There are three marked crosswalks on all three legs of the intersection with ADA curb ramp, pushbuttons to cross Utica Road, and pedestrian countdown signal heads in all quadrants.

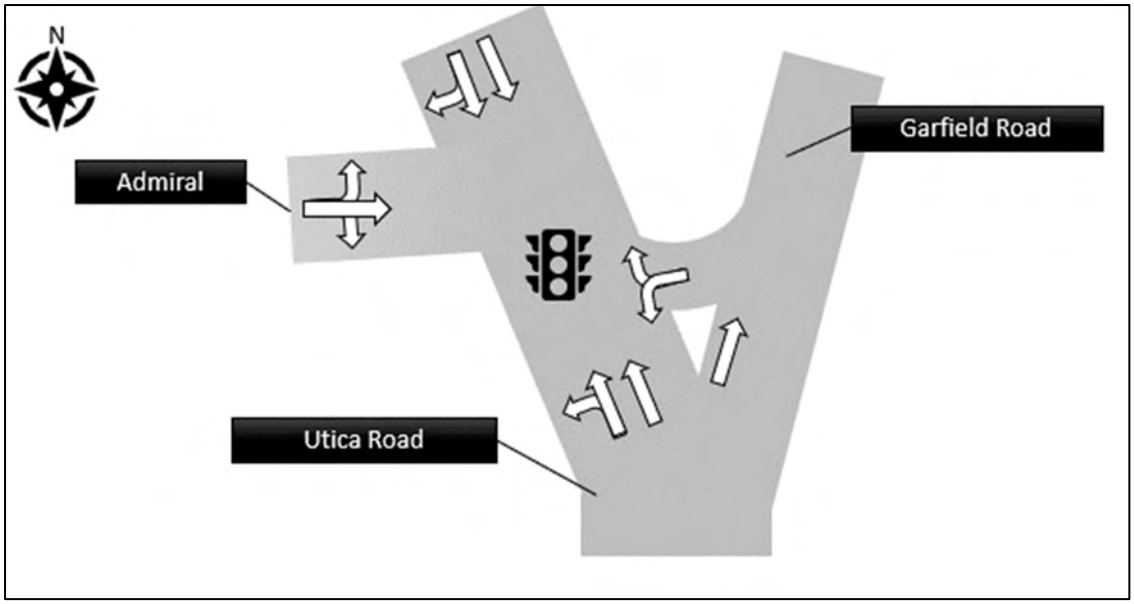
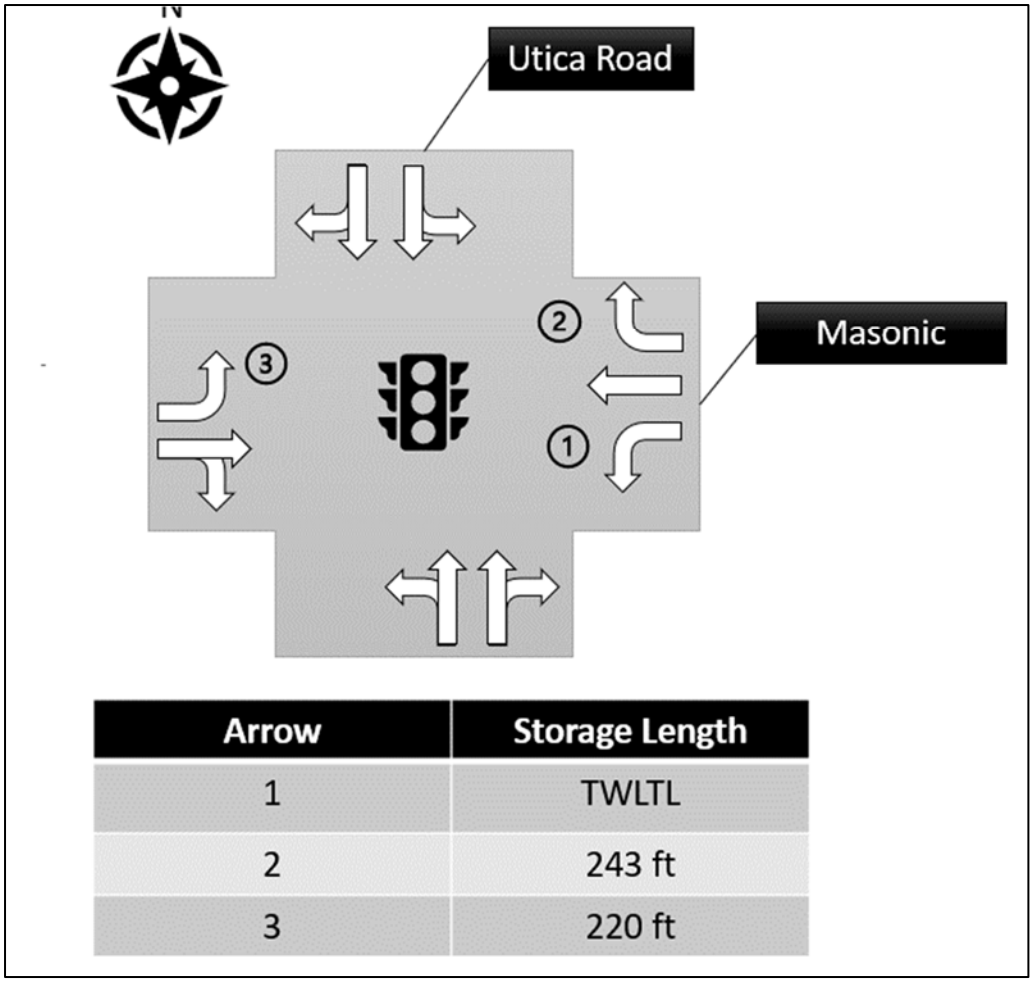


Figure 4. Intersection at Utica Road and Garfield Road / Admiral

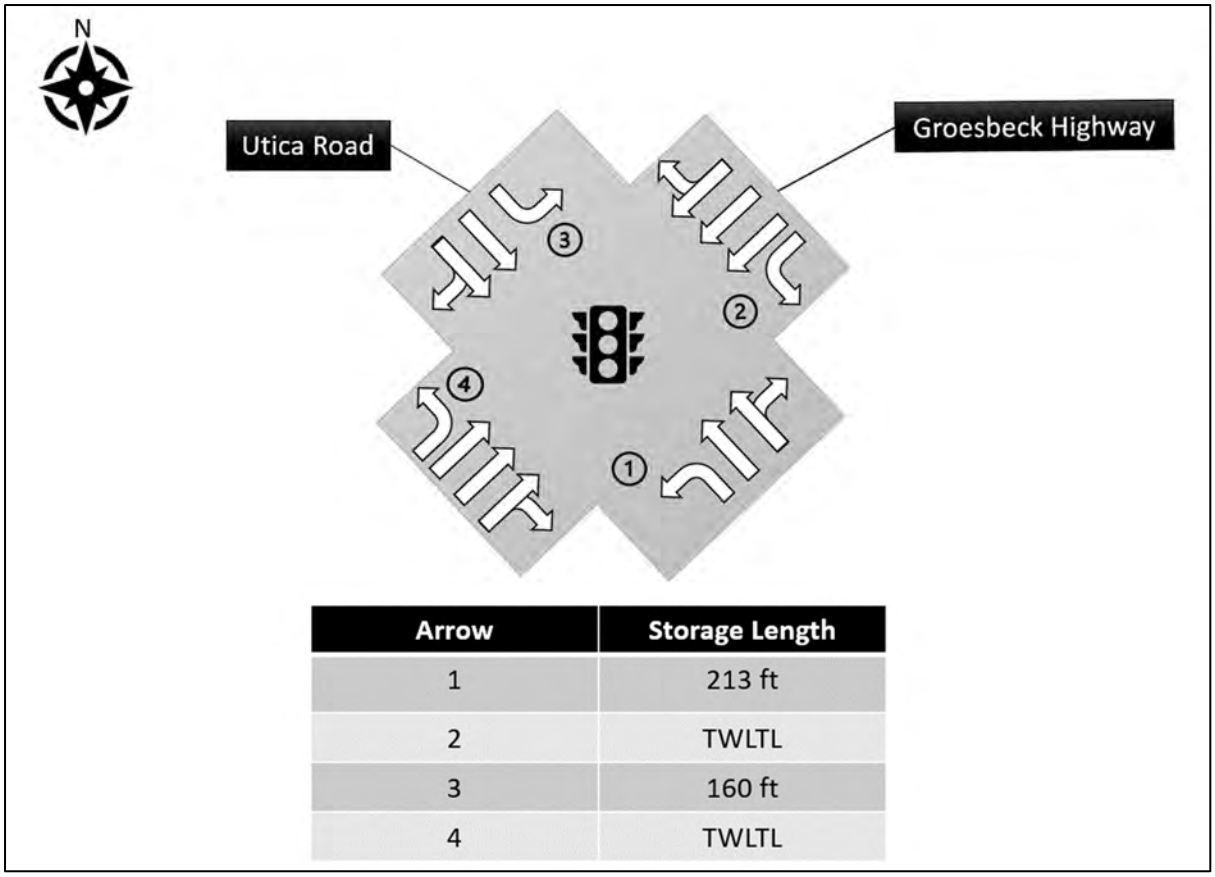
4. **Utica Road and Masonic** intersection is controlled by a traffic signal. **Figure 5** illustrates the geometry of the intersection.
   a. The traffic signal is a diagonal span with three (3) phases. Northbound and Southbound are split-phased (one phase each) southbound, and one phase for eastbound-westbound traffic.
   b. Eastbound and westbound traffic has a left only lane utilization sign on the span wire. In the northbound and southbound direction, the signals are a standard 3-level with a supplemental green arrow to denote the protected split phase.
   c. There are marked crosswalks on all four legs of the intersection with ADA curb ramp, pushbuttons, and pedestrian countdown signal heads in all quadrants.
   d. The westbound right turn has a No Turn on Red designation during the AM Peak (7-9am) and from 2-4pm.



Arrow	Storage Length
1	TWLTL
2	243 ft
3	220 ft

Figure 5. Intersection at Utica Road and Masonic

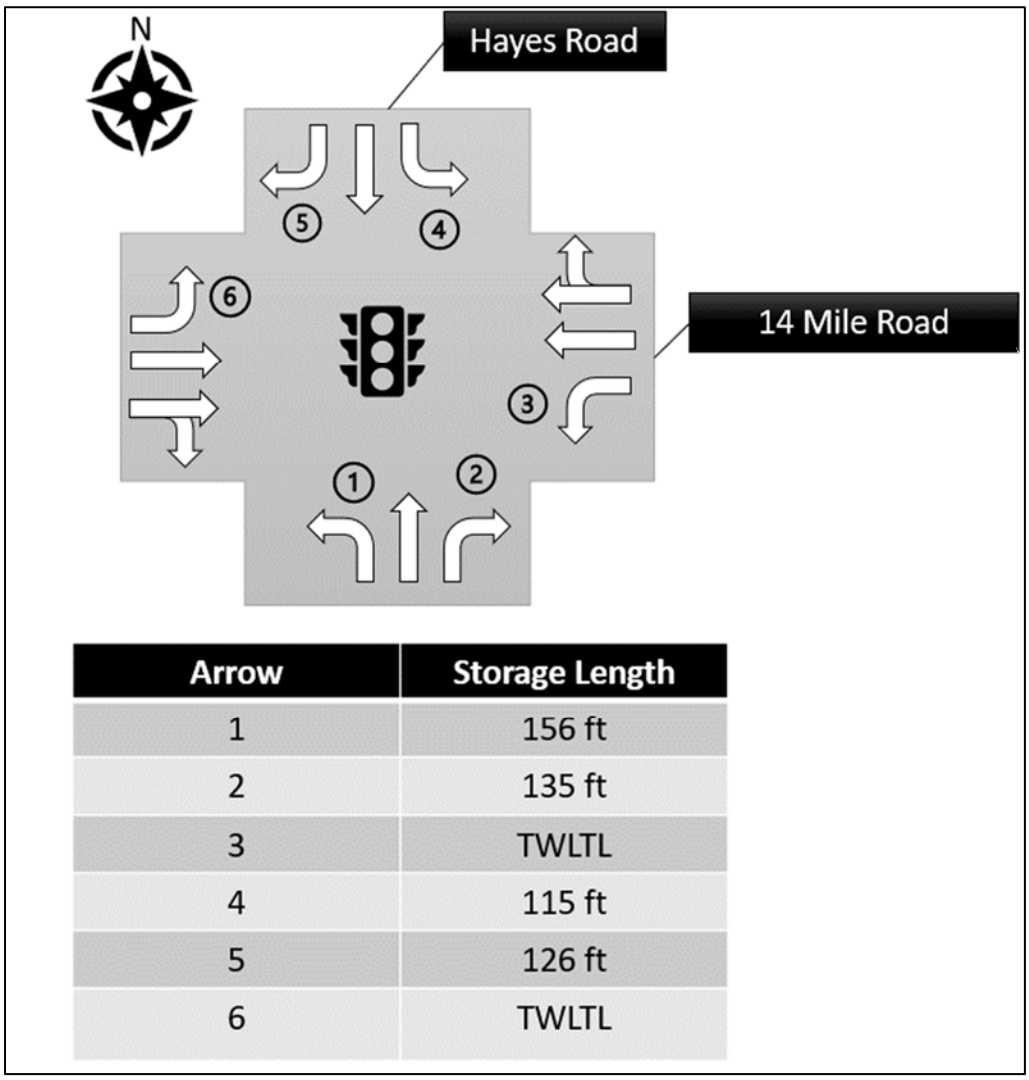
5. **Utica Road and Groesbeck Highway** intersection is controlled by a traffic signal. **Figure 6** illustrates the geometry of the intersection.
    a. The traffic signal is a box span system with three (3) phases. One phase for northwest and southeast traffic. One phase for northeast and southwest through traffic, and one for northeast and southwest protected left turns.
    b. Northwest and southeast traffic has a left only lane utilization sign on the span wire. In the northeast and southwest direction, the left turn heads are four level heads that allows for a protected-permitted phase for left turns.
    c. There are marked crosswalks on all four legs of the intersection with ADA curb ramp, pushbuttons, and pedestrian countdown signal heads in all quadrants.



Arrow	Storage Length
1	213 ft
2	TWLTL
3	160 ft
4	TWLTL

Figure 6. Intersection at Utica Road and Groesbeck Highway

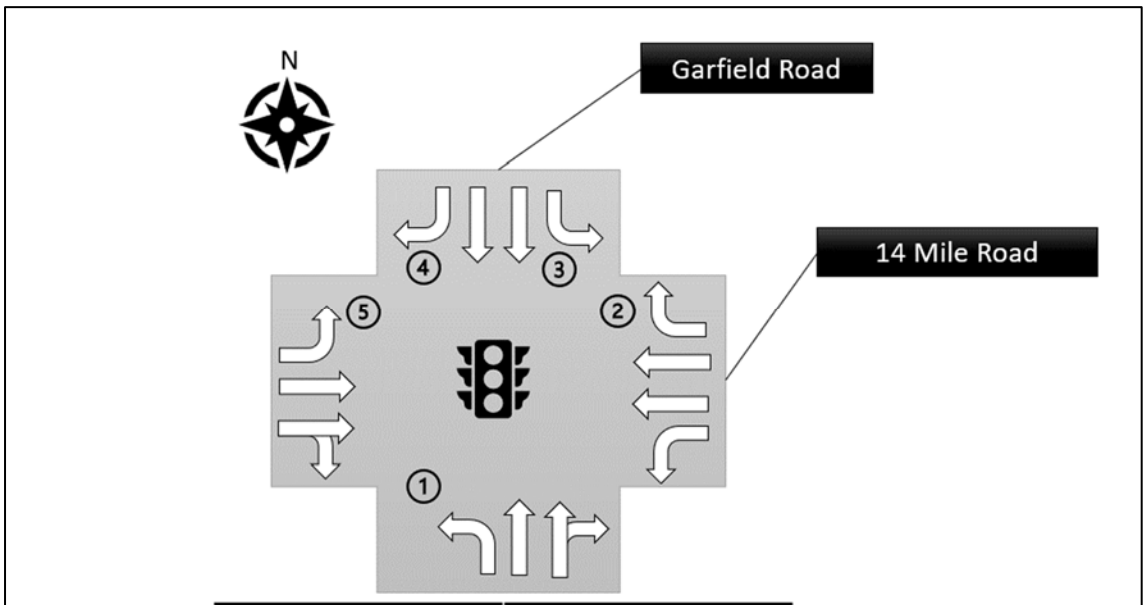
6. **14 Mile Road and Hayes Road** intersection is controlled by a traffic signal. **Figure 7** illustrates the geometry of the intersection.
    a. The traffic signal is a box span system with four (4) phases. One phase for northbound-southbound left turns, one phase for northbound-southbound throughs. One phase for eastbound-westbound left turns, and one phase for eastbound-westbound through traffic.
    b. In the eastbound-westbound and northbound-southbound directions, the left turn heads are four level heads that allows for a protected-permitted phase for left turns. Northbound and southbound have right turn overlap phases (doghouse).
    c. There are marked crosswalks on all four legs of the intersection with ADA curb ramp, pushbuttons, and pedestrian countdown signal heads in all quadrants.



Arrow	Storage Length
1	156 ft
2	135 ft
3	TWLTL
4	115 ft
5	126 ft
6	TWLTL

Figure 7. Intersection at 14 Mile Road and Hayes Road

7. **14 Mile Road and Garfield Road** intersection is controlled by a traffic signal. **Figure 8** illustrates the geometry of the intersection.
    a. The traffic signal is a box span system with four (4) phases. One phase for northbound-southbound left turns, one phase for northbound-southbound throughs. One phase for eastbound-westbound left turns, and one phase for eastbound-westbound through traffic. Southbound and westbound have right turn overlap phases.
    b. There are four level left-turn heads at all legs of the intersection which allows for a protected-permitted phase for left turns.
    c. There are marked crosswalks on all four legs of the intersection with ADA curb ramp, pushbuttons, and pedestrian countdown signal heads in all quadrants.



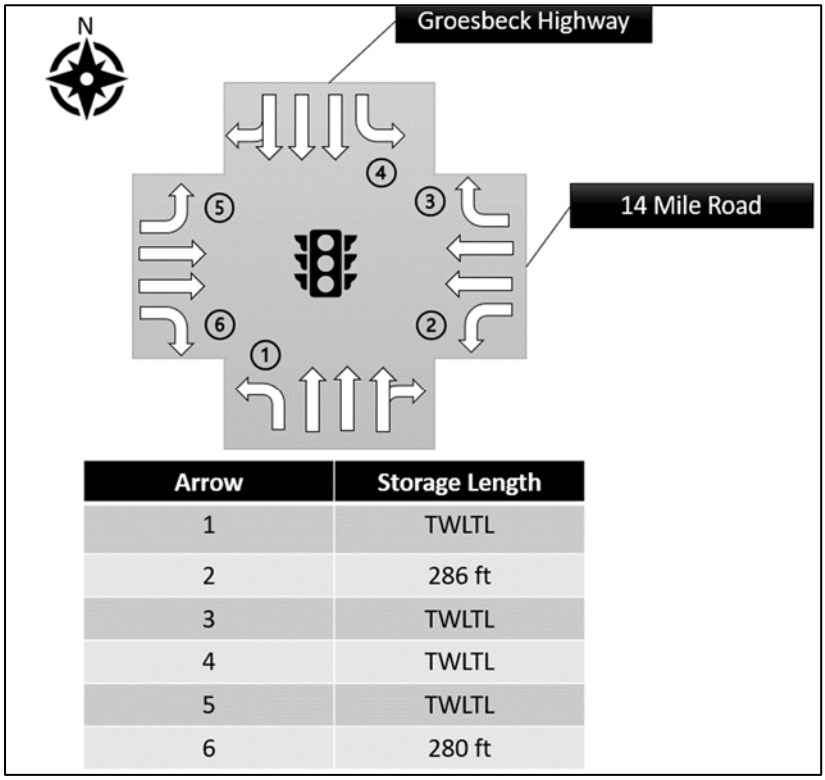
Arrow	Storage Length
1	124 ft
2	TWLTL
3	126 ft
4	148 ft
5	TWLTL

Figure 8. Intersection at 14 Mile Road and Garfield Road

8. **14 Mile Road and Groesbeck Highway** intersection is controlled by a traffic signal. **Figure 9** illustrates the geometry of the intersection.
    a. The traffic signal is a box span system with four (4) phases. One phase for northbound-southbound left turns and one phase for northbound-southbound throughs. One phase for eastbound-westbound left turns and one phase for

eastbound-westbound through traffic. The eastbound-westbound have protected right turn overlaps.

b. There are four level left-turn heads at all legs of the intersection which allows for a protected-permitted phase for left turns.
c. There are marked crosswalks on all four legs of the intersection with ADA curb ramp, pushbuttons, and pedestrian countdown signal heads in all quadrants.



Arrow	Storage Length
1	TWLTL
2	286 ft
3	TWLTL
4	TWLTL
5	TWLTL
6	280 ft

Figure 9. Intersection at 14 Mile Road and Groesbeck Highway

2.3 Land Use

The development area is zoned as a Community Business district as illustrated by the blue dot in **Figure 10.** The site is currently vacant but was last used as a bank building. The adjacent area lining 14 Mile Road is zoned predominately as residential high, medium, or low. Along the southeast side of the study area lining Groesbeck Highway the land is zoned as industrial or commercial general. South of the study area along Utica Road the land use is mainly commercial neighborhoods.

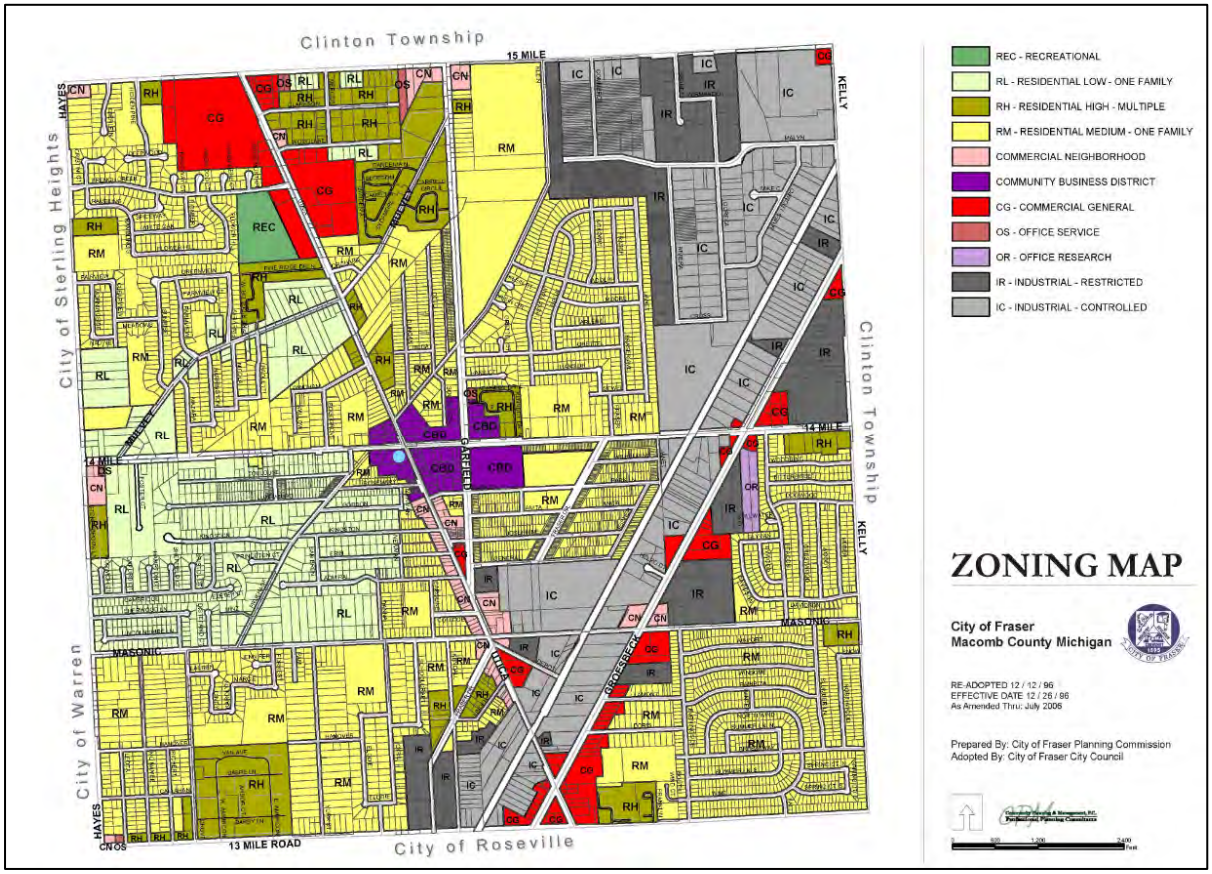


Figure 10. City of Fraser Zoning Map

3.0 Existing Traffic Operations

This section of the report summarizes the existing traffic and safety operations.

3.1 Existing Traffic Counts

Existing counts were conducted during the morning (7:00 – 9:00 AM) and afternoon (4:00 – 6:00 PM) peak periods on Tuesday, September 12, 2023, except for 14 Mile Road at Hayes Road, and Utica Road at Garfield Road / Admiral which were collected on Tuesday, September 19, 2023. School was in session and there was not any inclement weather, construction or noted traffic incidents. The counts included all vehicles, heavy vehicles, buses, pedestrians, bicycles, and scooters. **Table 1** summarizes the intersections that were counted as well as the AM and PM peak hours for each intersection.

Table 1. Study Intersection and Peak Hours

Intersection	AM Peak Hour	PM Peak Hour
Utica Road at Mulvey Road	7:15 – 8:15 AM	4:45 – 5:45 PM
Utica Road at 14 Mile Road	7:15 – 8:15 AM	5:00 – 6:00 PM
Utica Road at Masonic	7:30 – 8:30 AM	4:45 – 5:45 PM
Utica Road at Garfield/Admiral	7:15 – 8:15 AM	4:45 – 5:45 PM
Utica Road at Groesbeck Highway	7:15 – 8:15 AM	4:30 – 5:30 PM
14 Mile Road at Hayes Road	7:15 – 8:15 AM	5:00 – 6:00 PM
14 Mile Road at Garfield	7:00 – 8:00 AM	4:45 – 5:45 PM

Heavy vehicle percentages are between 0% to 6% within the study area with higher truck volumes along Groesbeck Highway.

The AM and PM peak hour turning-movement volumes were balanced and are illustrated in **Figure 11** and **Figure 12**. All traffic counts can be found in **Appendix A** of this report.

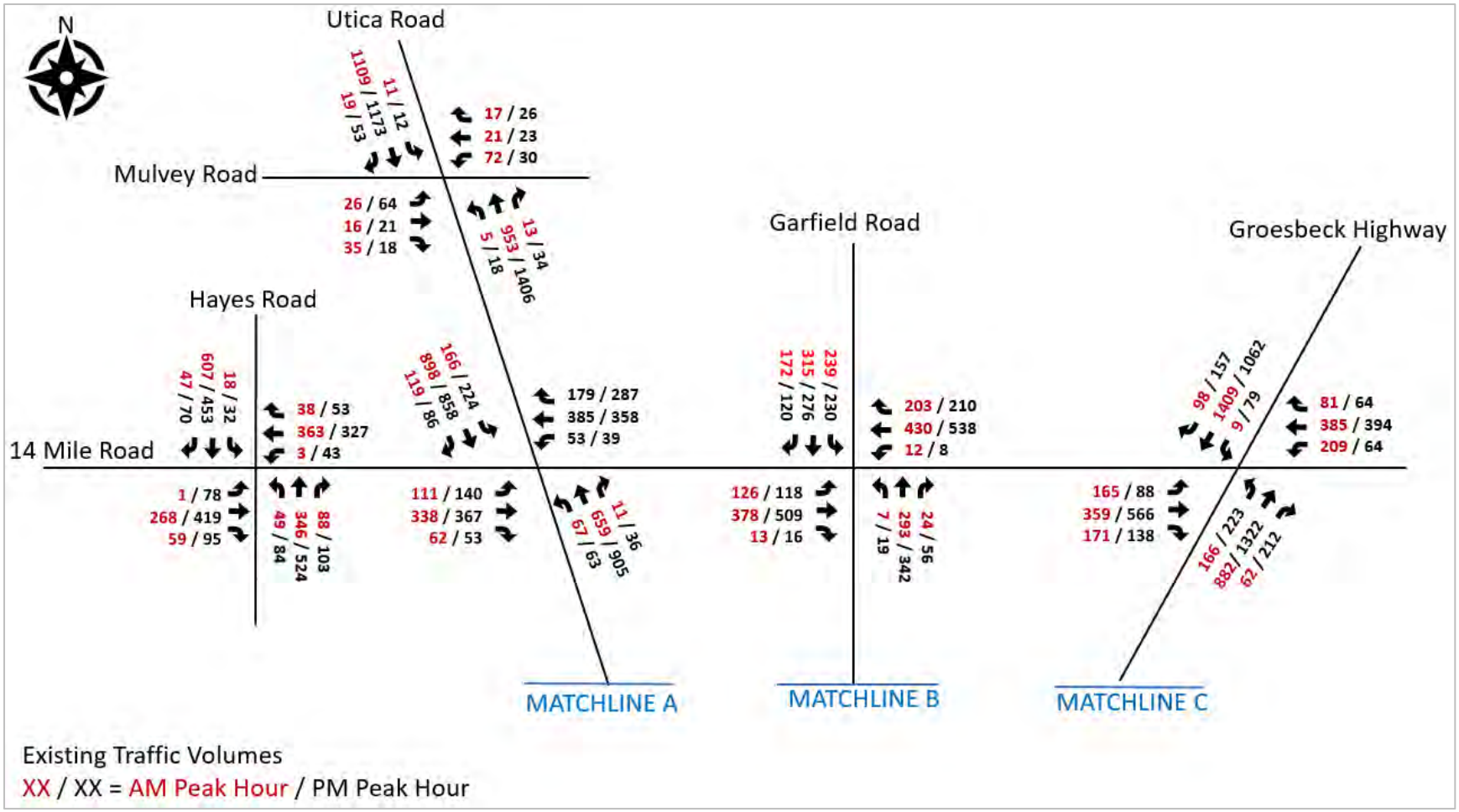


Figure 11. Existing Traffic Volumes (1 of 2)

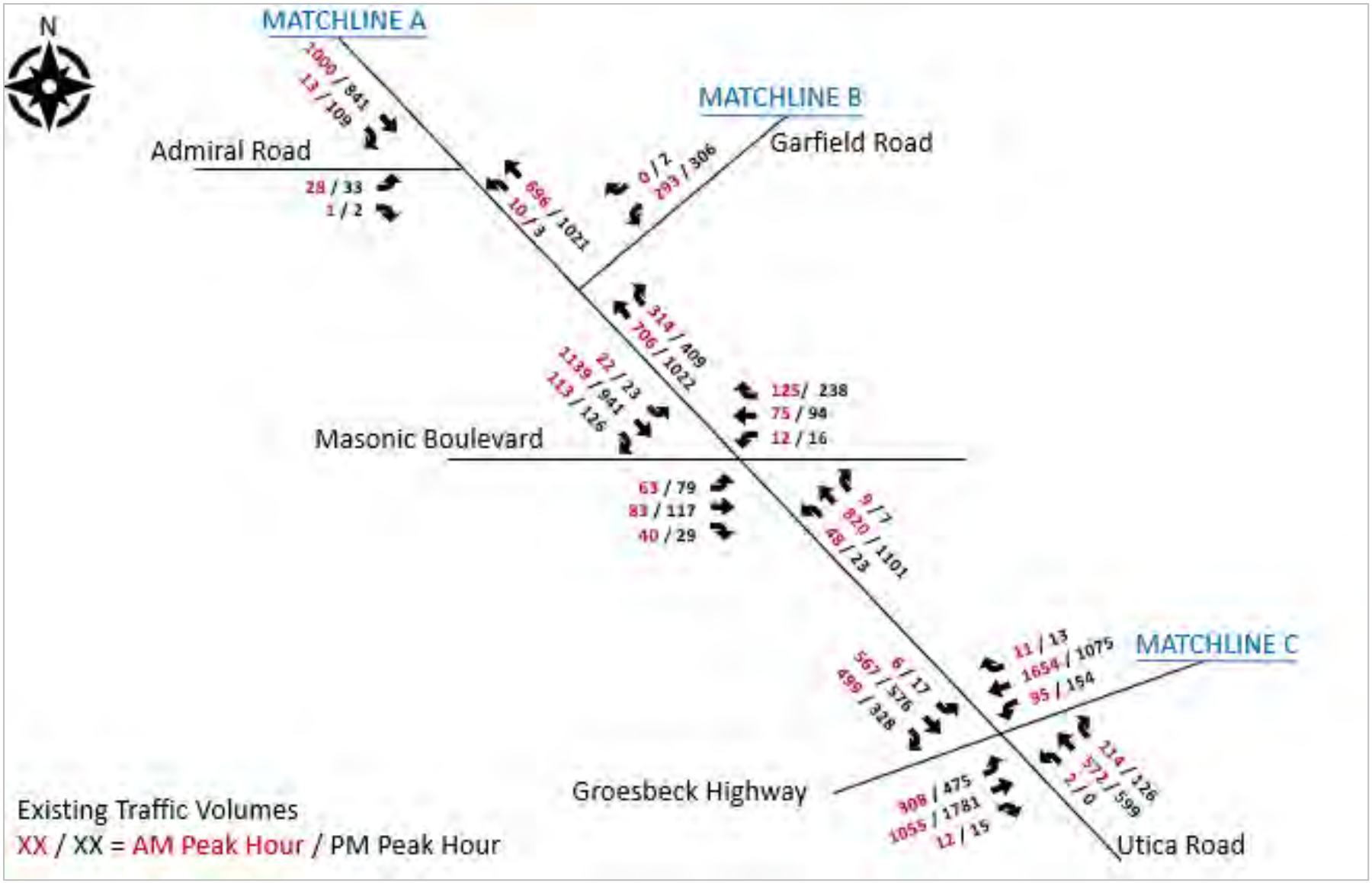


Figure 12. Existing Traffic Volumes (2 of 2)

3.2 Peak Hour Conditions

The MDOT "Electronic Traffic Control Devices Guidelines" states that the peak hours of each intersection should be utilized to determine the peak hours of the study corridor. Based on that a peak hour comparison analysis was done to identify the AM and PM peak hours. The intersections within the study area were tallied and the highest total volume on the study area network occurred from 7:15AM - 8:15 AM during the morning peak time, and 4:45 PM - 5:45 PM during the afternoon peak time.

3.2.1 Existing Conditions Calibration

The SimTraffic models were calibrated to existing volumes within the network. The existing network is approaching capacity in both peaks and services high volume movements throughout and thus can be volatile between simulation runs. The traffic signals are run on adaptive signal controllers that can be altered by Macomb County Traffic Operations Center staff during peak times, improving operations. Several movements show long queues/delay under existing conditions as noted:

AM Peak:

- SB Hayes Road at 14 Mile Road: the SBT volume is over capacity and regularly sees queues back to French Creek Dr.
- NB SB Utica Road at Masonic: queue lengths for NB were observed to the railroad.
- Admiral EB approach was modeled as stop-controlled, although not signalized does benefit from the SB stop bar being in advance of the roadway.
- Utica Road at Groesbeck Hwy: NBL is a permissive movement that has two vehicles in the AM. SB advancing traffic is heavy, so gaps are challenging, however this movement was observed to make it through the intersection on the yellow interval.
- Groesbecky Hwy NBL movement had queues observed back to Clems Transmission.

PM Peak:

- SB Utica at 14 Mile Rd: the southbound movement observed queues back to Edgegrove Road.
- Admiral EB approach was modeled as stop-controlled, although not signalized does benefit from the SB stop bar being in advance of the roadway.
- NB Utica between Groesbeck Hwy and Mulvey Road shows travel times in the PM peak hour varying between 4-12 minutes resulting in high delay along Utica Road at Masonic.
- SB Utica Rd at Groesbeck Hwy: queues often splill back through Masonic.

3.3 Existing Measures of Effectiveness (MOEs)

Synchro 11 was utilized to determine the theoretical control delay and level of service for the entire intersection. The level of service (LOS) is based on the amount of delay experienced by drivers traveling along the roadway through an intersection. Synchro evaluates intersection

performance by calculating the Levels of Service (LOS) using methodologies as defined in the *Highway Capacity Manual*[1] (see LOS thresholds in **Table 2**).

Table 2. Highway Capacity Manual Intersection LOS Criteria

LOS	Brief Description	Delay per vehicle (seconds)	
		Unsignalized Intersection	Signalized Intersection
A	Represent excellent operation with minimal or no delays.	0-10	0-10
B		>10-15	>10-20
C	Typical operating levels when some delays occur.	>15-25	>20-35
D		>25-35	>35-55
E	Congested situations and improvements are usually considered at these levels.	>35-50	>55-80
F		>50	>80

Levels of Service are expressed in a range from "A" to "F," with "A" being the highest LOS and "F" representing the lowest LOS. Typically, Level of Service D or better is considered acceptable in urban areas.

Traffic signal permits were requested and provided by the MCDR and are available in **Appendix B**. Delay per vehicle includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The "HCM 6th Edition" LOS and Synchro LOS report was utilized from Synchro. If a lane is shared with an additional movement (i.e., through shared right turn lane) the Synchro LOS report only produces a delay for the through movement. In subsequent tables, the shared turn movement delay/LOS is grayed out and only the SimTraffic result is presented. All existing Synchro reports can be found in **Appendix C**.

[1] *Highway Capacity Manual, 6th Edition: A Guide for Multimodal Mobility Analysis*. Washington, DC: Transportation Research Board, October 2016.

Table 3 summarizes the delay and LOS for each of the study intersections as analyzed and reported by Synchro 11/SimTraffic for the peak hour.

In the AM peak hour, the **overall** intersections operate at LOS D or better except for:

- Utica Road and Masonic Boulevard intersection operates at LOS E for SimTraffic results.
- Utica Road and Groesbeck Highway (M-97) operate at LOS E for HCM results.
- 14 Mile Road and Hayes Road operate at LOS E for both the HCM and SimTraffic results.

For the AM peak hour, Synchro analysis HCM LOS results indicate the **movement LOS D** or better
throughout the project area except at the following movements:

- SWL Mulvey Road at Utica Road, which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS D.
- SBT Utica Road at 14 Mile Road, which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS D.
- SBR Utica Road at 14 Mile Road, which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS D.
- EBL/R Admiral St at Utica Road, which operates at movement LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- EBL Masonic Boulevard at Utica Road, which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- EBT Masonic Boulevard at Utica Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- NBT Masonic Boulevard at Utica Road, which operates at LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- SBT Utica Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.
- SBR Utica Road at Groesbeck Highway (M-97), which operates at LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- NEL Utica Road at Groesbeck Highway (M-97), which operates at LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- SWT Utica Road at Groesbeck Highway (M-97), which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- SWR Utica Road at Groesbeck Highway (M-97), which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- SBT Hayes Road at 14 Mile Road, which operates at LOS F. The same LOS is F achieved when analyzed in SimTraffic.
- NBT Garfield Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- NBR Garfield Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS B.
- SBL Garfield Road at 14 Mile Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS D.

- EBL 14 Mile Road at Groesbeck Highway (M-97), which operates at E. When analyzed in SimTraffic results worsen to LOS F.
- WBL 14 Mile Road at Groesbeck Highway (M-97), which operates at F. The same LOS F is achieved when analyzed in SimTraffic.
- NBL 14 Mile Road at Groesbeck Highway (M-97), which operates at F. The same LOS F is achieved when analyzed in SimTraffic.

When compared, Synchro/SimTraffic simulation results indicate **movement LOS D** or better for all intersections (unless mentioned in bullet points above) throughout the project area except for the following movements:

- NBT Utica Road at 14 Mile Road, which operates at movement LOS E when analyzed in SimTraffic.
- WBL Masonic Boulevard at Utica Road, which operates at movement LOS E when analyzed in SimTraffic.
- NBL Utica Road at Masonic Boulevard, which operates at movement LOS F when analyzed in SimTraffic.
- NBR Utica Road at Masonic Boulevard, which operates at movement LOS F when analyzed in SimTraffic.
- NBL Utica Road at Groesbeck Highway (M-97), which operates at movement LOS F when analyzed in SimTraffic.
- SBL Utica Road at Groesbeck Highway (M-97), which operates at movement LOS F when analyzed in SimTraffic.
- SBL Hayes Road at 14 Mile Road, which operates at movement LOS F when analyzed in SimTraffic.
- SBR Hayes Road at 14 Mile Road, which operates at movement LOS F when analyzed in SimTraffic.
- WBT 14 Mile Road at Groesbeck Highway (M-97), which operates at movement LOS E when analyzed in SimTraffic.
- WBR 14 Mile Road at Groesbeck Highway (M-97), which operates at movement LOS E when analyzed in SimTraffic.

Table 3. Existing AM and PM Peak Hour Level of Service

Node #	Location	Movement	AM Peak				PM Peak			
			Synchro Results		SimTraffic Results		Synchro Results		SimTraffic Results	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1281	Utica Road and Mulvey Road	EBL	34.8	C	47.3	D	45.3	D	53.1	D
		EBR			23.4	C			27.6	C
		NBL	1.0	A	12.7	B	2.9	A	11.2	B
		NBT	1.2	A	3.8	A	3.5	A	4.2	A
		NBR	0.0	A	2.4	A	0.9	A	3.2	A
		SBL	4.4	A	18.7	B	4.2	A	27.1	C
		SBT	6.2	A	6.6	A	5.5	A	5.8	A
		SBR	1.3	A	3.4	A	1.9	A	2.5	A
		SWL	70.4	E	48.0	D	51.0	D	47.8	D
		SWR	28.2	C	44.5	D	28.9	C	50.9	D
		Overall	8.7	A	8.8	A	6.9	A	7.7	A
1146	Utica Road and 14 Mile Road	EBL	21.4	C	26.5	C	25.1	C	49.9	D
		EBT	24.8	C	14.0	B	26.1	C	42.6	D
		EBR	19.9	B	4.7	A	20.9	C	17.6	B
		WBL	20.9	C	16.9	B	23.0	C	19.3	B
		WBT	12.2	B	16.9	B	15.9	B	23.9	C
		WBR	12.5	B	12.9	B	16.5	B	22.8	C
		NBL	34.4	C	53.5	D	30.8	C	29.2	C
		NBT	45.7	D	56.3	E	55.5	E	15.1	B
		NBR	45.5	D	48.7	D	55.0	D	11.0	B
		SBL	32.1	C	33.3	D	136.2	F	40.8	D
		SBT	77.9	E	50.1	D	56.7	E	22.3	C
		SBR	77.9	E	52.7	D	56.5	E	17.6	B
		Overall	44.7	D	38.1	D	47.7	D	24.9	C
9022	Utica Road Admiral St*	NBL	11.1	B	8.9	A	10.3	B	53.8	F
		NBT	0.2	A	0.4	A	0.1	A	0.9	A
		EBL/R	71.5	F	58.1	F	65.8	F	115.5	F
		SBT			28.3	D			39.8	E
		SBR			26.2	D			44.2	E
		Overall	1.4	A	16.8	B	1.8	A	21.1	C
1158	Utica Road and Garfield Road	NBT	1.1	A	1.1	A	8.5	A	3.1	A
		SBT	27.1	C	6.2	A	26.0	C	10.7	B
		SWL	54.0	D	16.7	B	29.0	C	14.5	B
		Overall	22.7	C	6.1	A	18.4	B	7.8	A

Node #	Location	Movement	AM Peak				PM Peak			
			Synchro Results		SimTraffic Results		Synchro Results		SimTraffic Results	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1266	Utica Road and Masonic Boulevard	EBL	62.3	E	67.9	E	52.8	D	494.5	F
		EBT	63.2	E	46.8	D	53.6	D	66.9	E
		EBR			31.5	C			51.5	D
		WBL	48.2	D	65.1	E	43.8	D	57.5	E
		WBT	53.2	D	44.2	D	45.9	D	61.1	E
		WBR	76.6	E	44.8	D	91.6	F	79.3	E
		NBL			84.3	F			39.6	D
		NBT	86.7	F	92.2	F	52.7	D	50.9	D
		NBR			106.0	F			49.8	D
		SBL			32.8	C			65.5	E
		SBT	29.4	C	36.0	D	73.5	E	70.9	E
		SBR			36.0	D			73.5	E
		Overall	54.1	D	55.4	E	63.9	E	73.8	E
1004	Utica Road and Groesbeck Highway (M-97)	NBL+	50.2	D	739.5	F	0.0	A	0.0	A
		NBT	35.7	D	31.5	C	56.2	E	42.9	D
		NBR	35.8	D	20.6	C	56.4	E	31.2	D
		SBL	40.1	D	82.5	F	67.9	E	174.1	F
		SBT	124.8	F	66.8	E	102.9	F	46.2	D
		SBR	128.3	F	83.8	F	104.5	F	53.6	D
		NEL	86.9	F	90.5	F	183.9	F	259.3	F
		NET	23.6	C	22.9	C	36.1	D	46.2	D
		NER	25.0	C	9.4	A	40.8	D	31.3	C
		SWL	37.1	D	52.1	D	56.6	E	105.0	F
		SWT	60.4	E	47.9	D	28.9	C	45.7	D
		SWR	69.8	E	51.2	D	30.2	C	46.4	D
		Overall	65.2	E	48.8	D	64.2	E	68.5	E
1416	14 Mile Road and Hayes Road	EBL	16.9	B	16.9	B	20.3	C	20.5	C
		EBT	19.7	B	15.9	B	26.9	C	26.2	C
		EBR	19.7	B	11.0	B	27.0	C	15.9	B
		WBL	18.1	B	18.9	B	20.8	C	16.7	B
		WBT	21.9	C	21.2	C	26.1	C	14.1	B
		WBR	21.9	C	17.1	B	26.2	C	8.8	B
		NBL	35.2	D	40.5	D	31.8	C	65.7	E
		NBT	42.5	D	33.3	C	60.2	E	57.1	E
		NBR	31.5	C	9.9	A	27.5	C	33.2	C

Node #	Location	Movement	AM Peak				PM Peak			
			Synchro Results		SimTraffic Results		Synchro Results		SimTraffic Results	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
		SBL	32.6	C	161.7	F	32.7	C	33.8	C
		SBT	187.4	F	181.4	F	52.1	D	37.8	D
		SBR	30.4	C	130.2	F	27.5	C	5.9	A
		Overall	76.5	E	72.5	E	38.8	D	34.0	C
1141	14 Mile Road and Garfield Road	EBL	12.1	B	26.6	C	13.2	B	26.6	C
		EBT	0.5	A	18.2	B	0.6	A	12.9	B
		EBR	0.5	A	13.8	B	0.5	A	6.8	A
		WBL	13.9	B	19.1	B	15.4	B	28.2	C
		WBT	16.8	B	25.8	C	19.3	B	11.6	B
		WBR	11.3	B	5.5	A	12.8	B	3.8	A
		NBL	44.6	D	38.7	D	42.0	D	36.3	D
		NBT	56.7	E	51.3	D	54.8	D	46.1	D
		NBR	56.9	E	13.5	B	55.4	E	4.6	A
		SBL	107.1	F	52.0	D	78.6	E	42.4	D
		SBT	40.5	D	28.6	C	38.3	D	28.7	C
		SBR	36.7	D	5.1	A	33.2	C	6.1	A
		Overall	33.6	C	27.6	C	28.8	C	21.4	C
1005	14 Mile Road and Groesbeck Highway (M-97)	EBL	66.4	E	252.0	F	40.5	D	49.9	D
		EBT	50.4	D	43.1	D	81.6	F	50.3	D
		EBR	12.7	B	18.9	B	18.7	B	13.9	B
		WBL	96.3	F	101.4	F	46.7	D	49.5	D
		WBT	49.4	D	66.2	E	57.6	E	46.5	D
		WBR	13.2	B	71.5	E	2.8	A	32.7	C
		NBL	116.7	F	114.6	F	45.4	D	36.2	D
		NBT	24.7	C	17.1	B	9.3	A	22.8	C
		NBR			4.9	A			9.6	A
		SBL	12.7	B	39.5	D	44.2	D	59.3	E
		SBT	32.7	C	33.4	C	29.1	C	28.3	C
		SBR			18.1	B			10.4	B
		Overall	40.7	D	50.4	D	32.9	C	30.8	C

Notes: Delay is represented in seconds per vehicle, *Unsignalized intersection.

+ NBL is a permissive movement that has 1 vehicle in the AM and zero vehicles in the PM. SimTraffic results are high due to low gaps however this movement would likely make it through on the yellow.

In the PM peak hour, the **overall** intersections operate at LOS D or better except for:

- Utica Road and Masonic Boulevard, which operates at LOS E for both the HCM and SimTraffic results.
- Utica Road and Groesbeck Highway (M-97), which operates at LOS E for both the HCM and SimTraffic results.

For the PM peak hour, Synchro analysis HCM LOS results indicate the **movement LOS D** or better
throughout the project area except at the following movements:

- NBT Utica Road at 14 Mile Road, which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS B.
- SBL Utica Road at 14 Mile Road, which operates at movement LOS F. When analyzed in SimTraffic results improve to LOS B.
- SBT Utica Road at 14 Mile Road, which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS C.
- SBR Utica Road at 14 Mile Road, which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS B.
- EBL/R Admiral St at Utica Road, which operates at movement LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- EBL NBT Utica Road at Masonic Boulevard, which operates at movement LOS F. When analyzed in SimTraffic results improve to LOS E.
- EBT SBT Utica Road at Masonic Boulevard, which operates at movement LOS E. The same LOS is achieved when analyzed in SimTraffic.
- NBT Utica Road at Groesbeck Highway (M-97), which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS D.
- NBR Utica Road at Groesbeck Highway (M-97), which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS D.
- SBL Utica Road at Groesbeck Highway (M-97), which operates at movement LOS E. When analyzed in SimTraffic results worsen to LOS F.
- SBT Utica Road at Groesbeck Highway (M-97), which operates at movement LOS F. When analyzed in SimTraffic results improve to LOS D.
- SBR Utica Road at Groesbeck Highway (M-97), which operates at movement LOS F. When analyzed in SimTraffic results improve to LOS D.
- NEL Utica Road at Groesbeck Highway (M-97), which operates at movement LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- SWL Utica Road at Groesbeck Highway (M-97), which operates at movement LOS E. When analyzed in SimTraffic results worsen to LOS F.
- NBT Hayes Road at 14 Mile Road, which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.

- NBR Garfield Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS A.
- SBL Garfield Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- EBT 14 Mile Road at Groesbeck Highway (M-97), which operates at movement LOS F. When analyzed in SimTraffic results improve to LOS D.
- WBT 14 Mile Road at Groesbeck Highway (M-97), which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS D.

When compared, Synchro/SimTraffic simulation results indicate **movement LOS D** or better for all intersections (unless mentioned in bullet points above) throughout the project area except for the following movements:

- NBL Utica Road at Admiral Street, which operates at movement LOS F when analyzed in SimTraffic.
- SBT Utica Road at Admiral Street, which operates at movement LOS E when analyzed in SimTraffic.
- SBR Utica Road at Admiral Street, which operates at movement LOS E when analyzed in SimTraffic.
- EBL Masonic Boulevard at Utica Road, which operates at movement LOS F when analyzed in SimTraffic.
- EBT Masonic Boulevard at Utica Road, which operates at movement LOS E when analyzed in SimTraffic.
- WBL Masonic Boulevard at Utica Road, which operates at movement LOS E when analyzed in SimTraffic.
- WBT Masonic Boulevard at Utica Road, which operates at movement LOS E when analyzed in SimTraffic.
- SBL Utica Road at Masonic Boulevard, which operates at movement LOS E when analyzed in SimTraffic.
- SBR Utica Road at Masonic Boulevard, which operates at movement LOS E when analyzed in SimTraffic.
- NBL Hayes Road at 14 Mile Road, which operates at movement LOS E when analyzed in SimTraffic.
- SBL Groesbeck Highway (M-97) at 14 Mile Road, which operates at movement LOS E when analyzed in SimTraffic.

3.4 Safety Analysis

A crash analysis of the study area was performed for a three-year period ranging from January 1, 2020, to December 31, 2022. Crashes were obtained from Michigan Traffic Crash Facts (michigantrafficcrashfacts.org). Crash data from 2020-2021 may have presented anomalies due to the COVID-19 pandemic. The findings of the crash analysis of each segment mentioned above are described below.

3.4.1 Utica Road and Mulvey Road

There were five (5) crashes during the analysis period, of which nine (3) or 60% were angle crashes. Then one (1) crash or 20% was type other. Crash types are summarized in **Figure 13.** There were no fatal (K), serious injuries (A), or suspected minor injury type (B) crashes that occurred during the timeframe at the study locations. There were three (3) possibly injury (C) crashes that occurred.

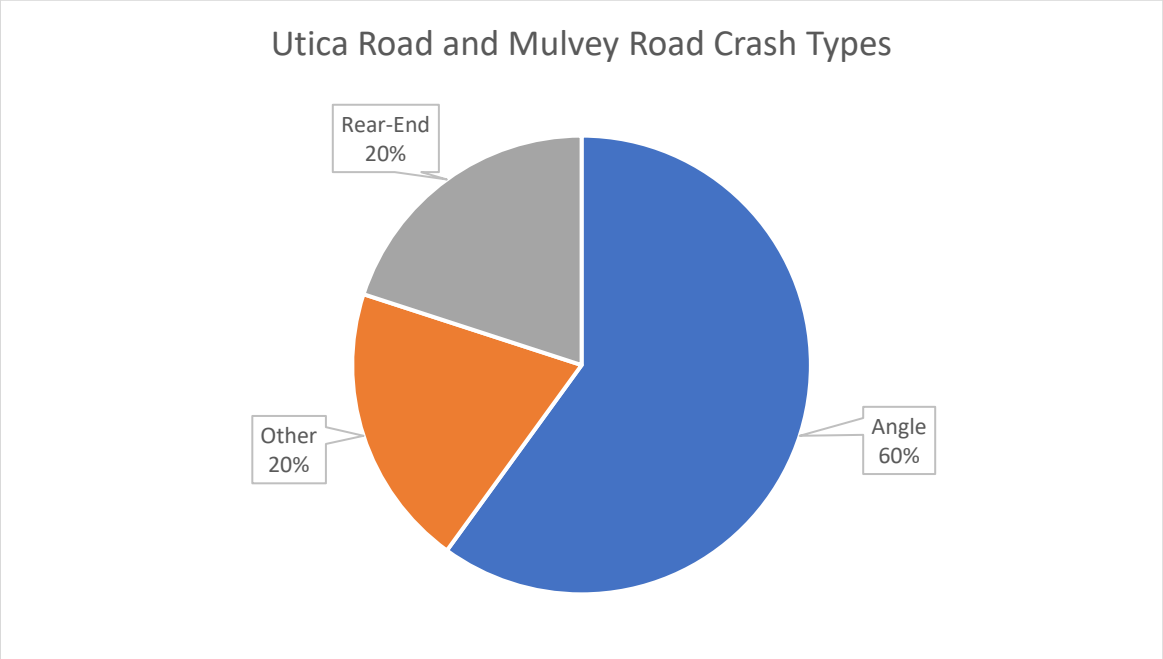


Figure 13. Utica Road and Mulvey Road Crash Types

3.4.2 Utica Road and 14 Mile Road

Seventeen (17) crashes occurred during the analysis period. Seven (7) crashes or 41% were angle crashes. Then four (4) crashes or 23% were single motor vehicle crashes. Crash types are summarized in **Figure 14**. Five (5) crashes resulted in a suspected minor injury (B). One (1) crash resulted in Possible injury (C).

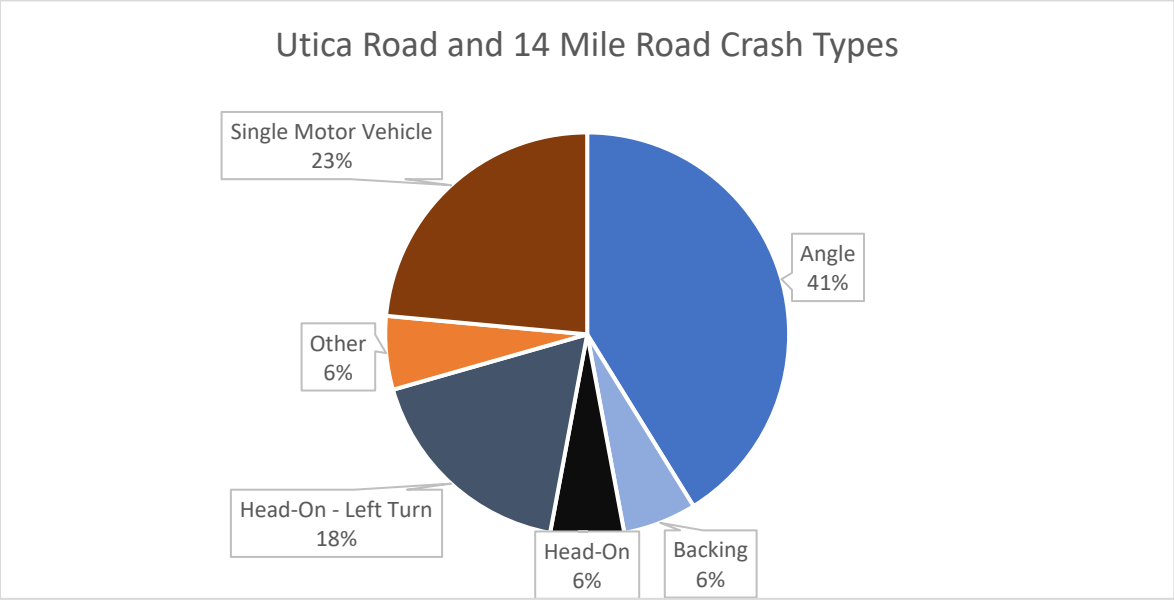


Figure 14. Utica Road and 14 Mile Road Crash Types

3.4.3 Utica Road and Masonic

There were eight (8) crashes during the analysis period, of which six (6) crashes or 75% were rear-end crashes, and two (2) crashes or 14% were Angle crashes. The remainder of the crashes consisted of sideswipe crashes. Crash types are summarized in **Figure 15**. One (1) crash resulted in suspected minor injuries (B) crashes.

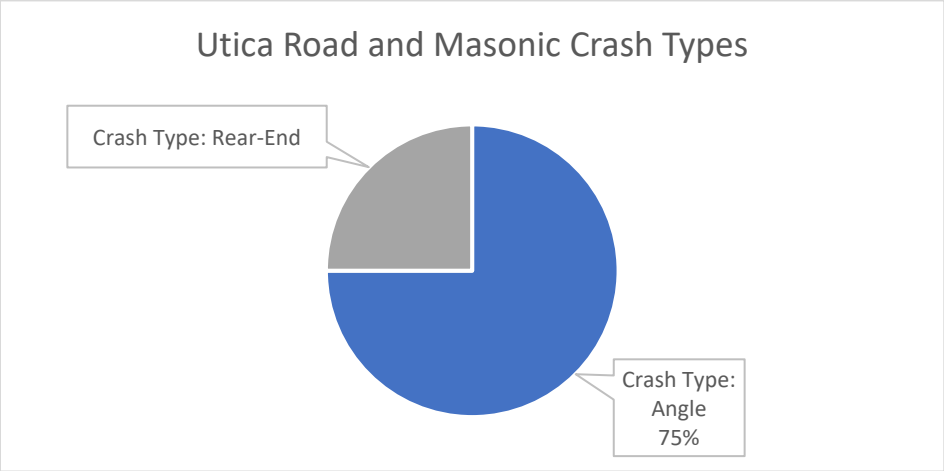


Figure 15. Utica Road and Masonic Crash Types

3.4.4 Utica Road at Garfield Road / Admiral

There were nine (9) crashes during the analysis period, of which six (6) crashes or 67% were angle crashes. The remainder of the crash types are summarized in **Figure 16.** Two (2) crashes resulted in possible injuries (C) crashes. The remainder of the crashes resulted in no injuries.

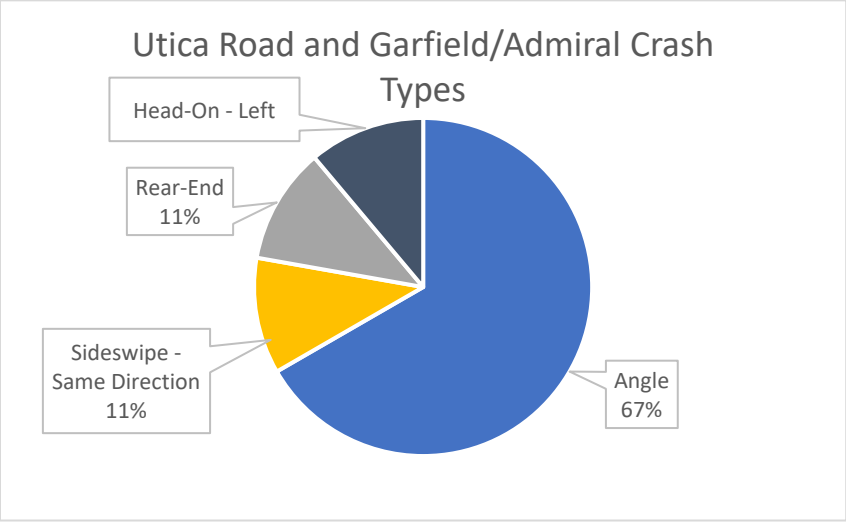


Figure 16. Utica Road and Garfield/Admiral Crash Types

3.4.5 Utica Road and Groesbeck Road

There were forty-nine (49) crashes during the analysis period, of which twenty-four (24) or 49% were angle crashes. Then eleven (11) crashes or 23% were head-on left turn crashes. Crash types are summarized in **Figure 17.** There were seven (7) suspected minor injury type (B). There were seven (7) crashes that occurred in possible injury (C). The rest of the crashes resulted in no injuries.

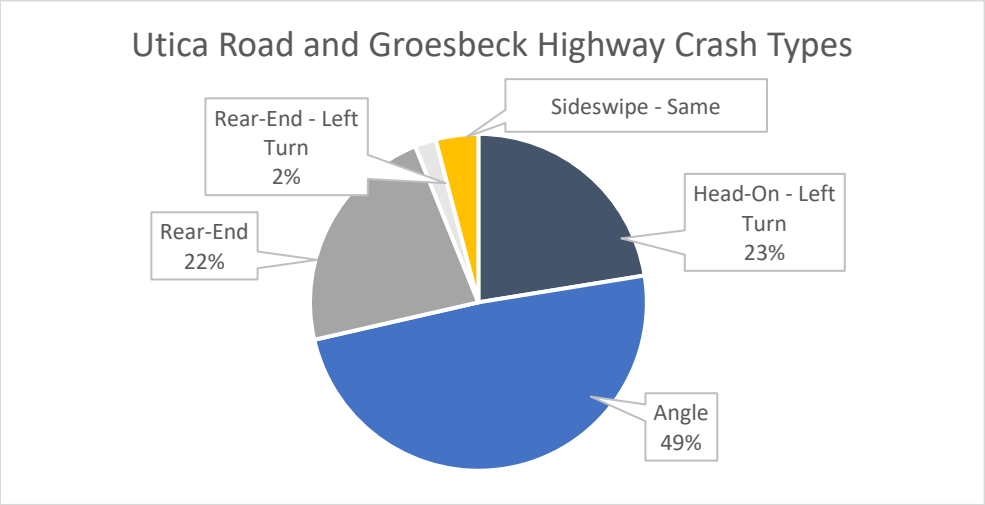


Figure 17. Utica Road and Groesbeck Highway Crash Types

3.4.6 14 Mile Road at Hayes Road

There were ten (10) crashes during the analysis period, of which five (5) crashes or 50% were rear-end crashes. Four (4) crashes or 40% were angle crashes. The remainder of the crash types are summarized in **Figure 18.** All the crashes resulted in no injury.

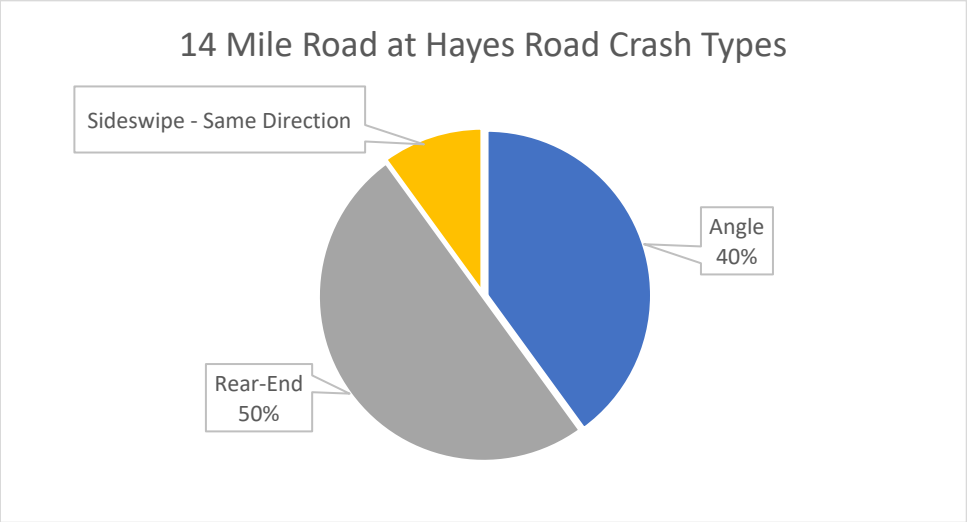


Figure 18. 14 Mile Road at Hayes Road Crash Types

3.4.7 14 Mile Road and Garfield

There were twelve (12) crashes during the analysis period, of which four (4) crashes or 34% were rear-end crashes. Three (3) crashes or 25% were angle crashes. The remainder of the crash types are summarized in **Figure 19.** There were three (3) suspected minor injury type (B).

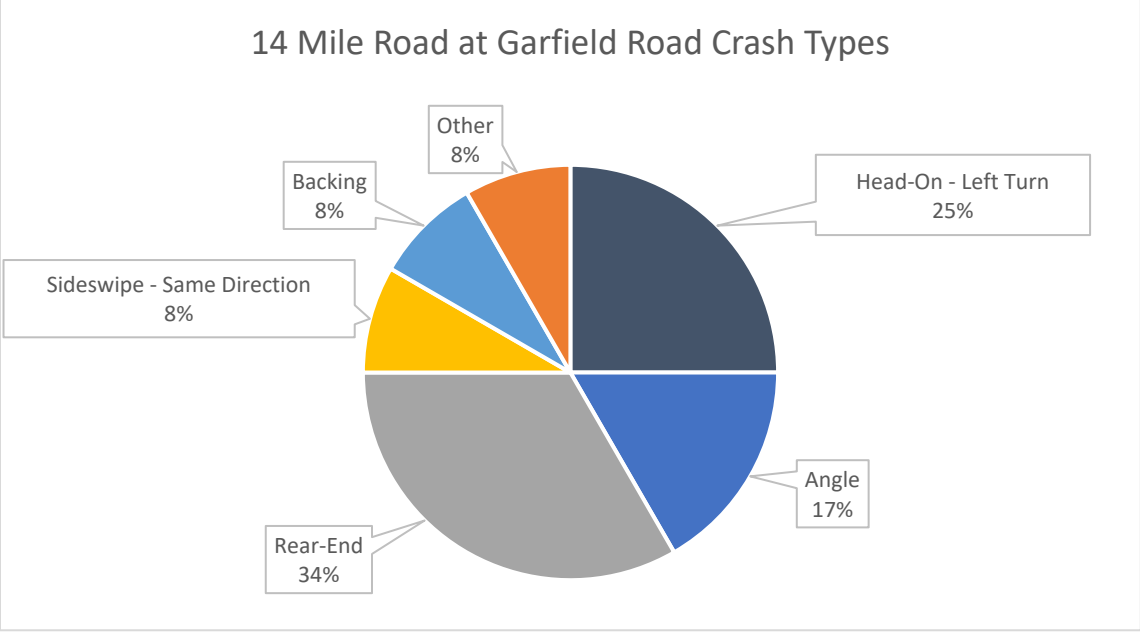


Figure 19. 14 Mile Road at Garfield Road Crash Types

14 Mile Road and Groesbeck Highway

There were twenty-seven (27) crashes during the analysis period, of which fifteen (15) crashes or 56% were Angle crashes. Five (5) crashes or 18% were head on left turn crashes. The remainder of the crash types are summarized in **Figure 20.** There were six (6) suspected minor injury type (B), and four (4) possible injury (C) crashes.

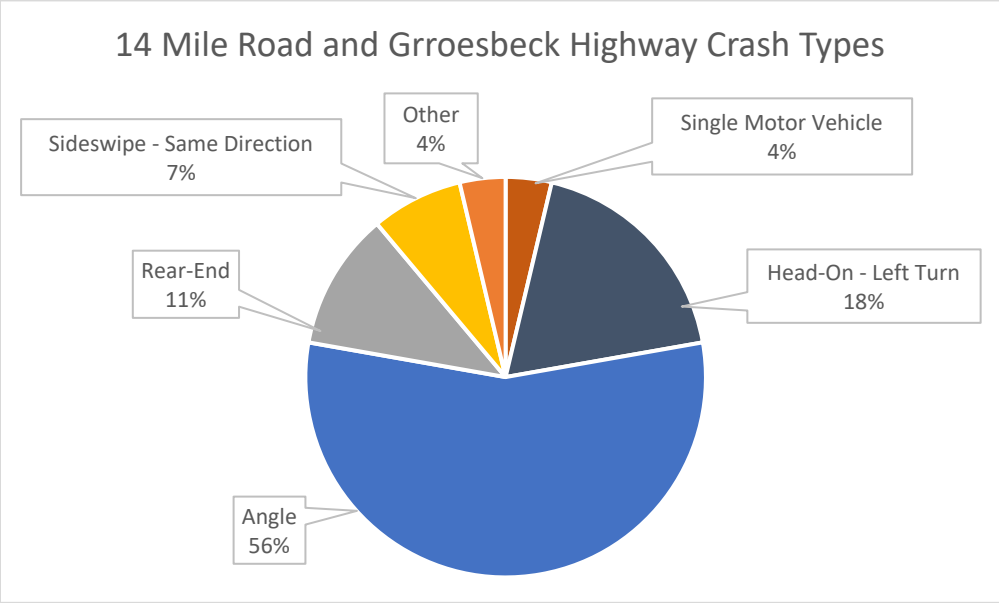


Figure 20. 14 Mile Road and Groesbeck Highway Crash Types

3.5 Traffic Forecasts

Background traffic represents future volumes without the traffic generated by the proposed development. The new development is anticipated to be completed and operational in approximately two (2) years and/or by the fall of 2025. A growth rate of 1.0% per year was obtained from the Southeast Michigan Council of Governments (SEMCOG) for additional traffic between 2023 and 2025.

No additional developments were added to this project. Background traffic volumes during the AM and PM peak hours are illustrated in **Figure 21** and **Figure 22.**

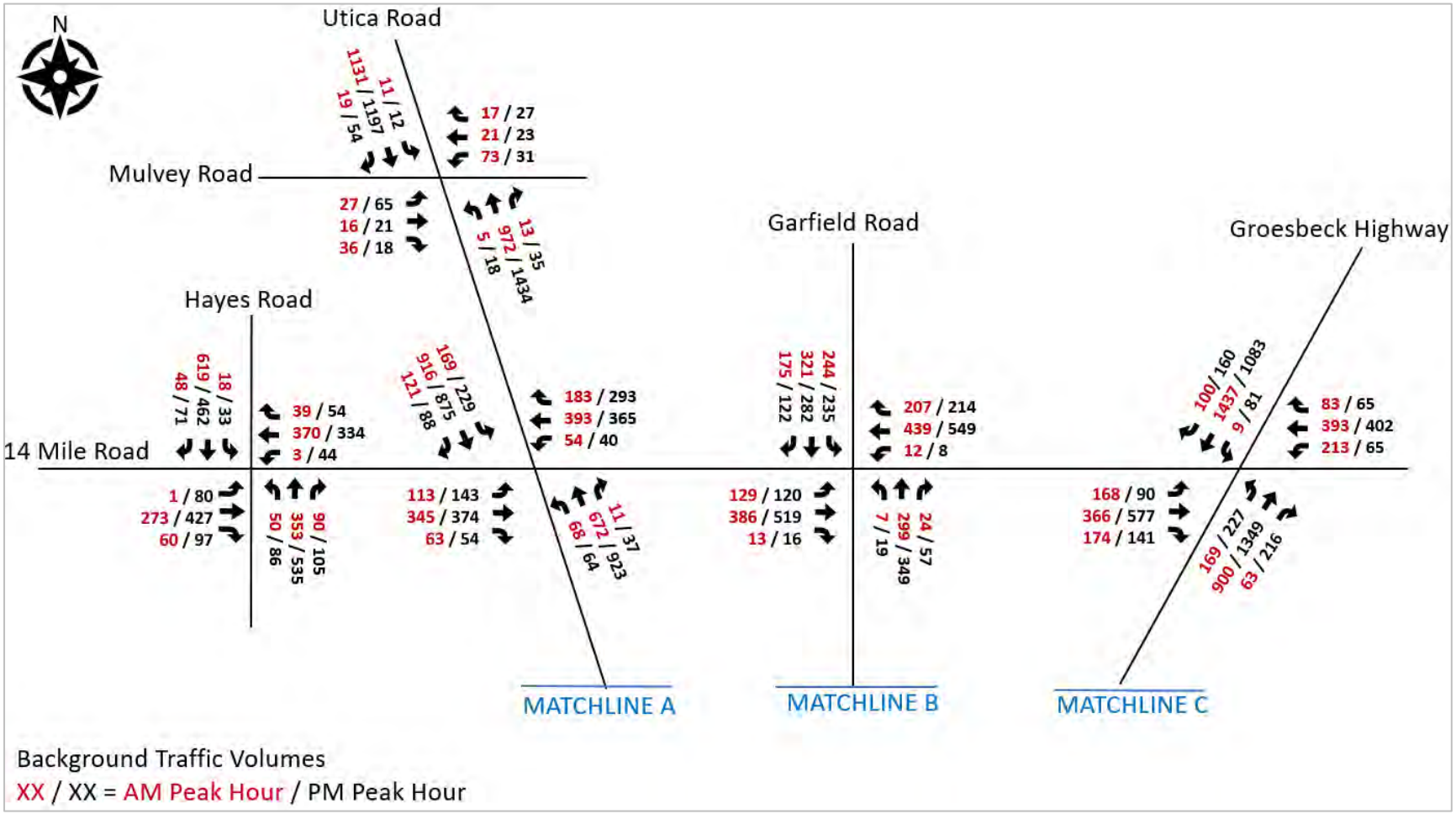


Figure 21. Backround Traffic Volumes (1 of 2)

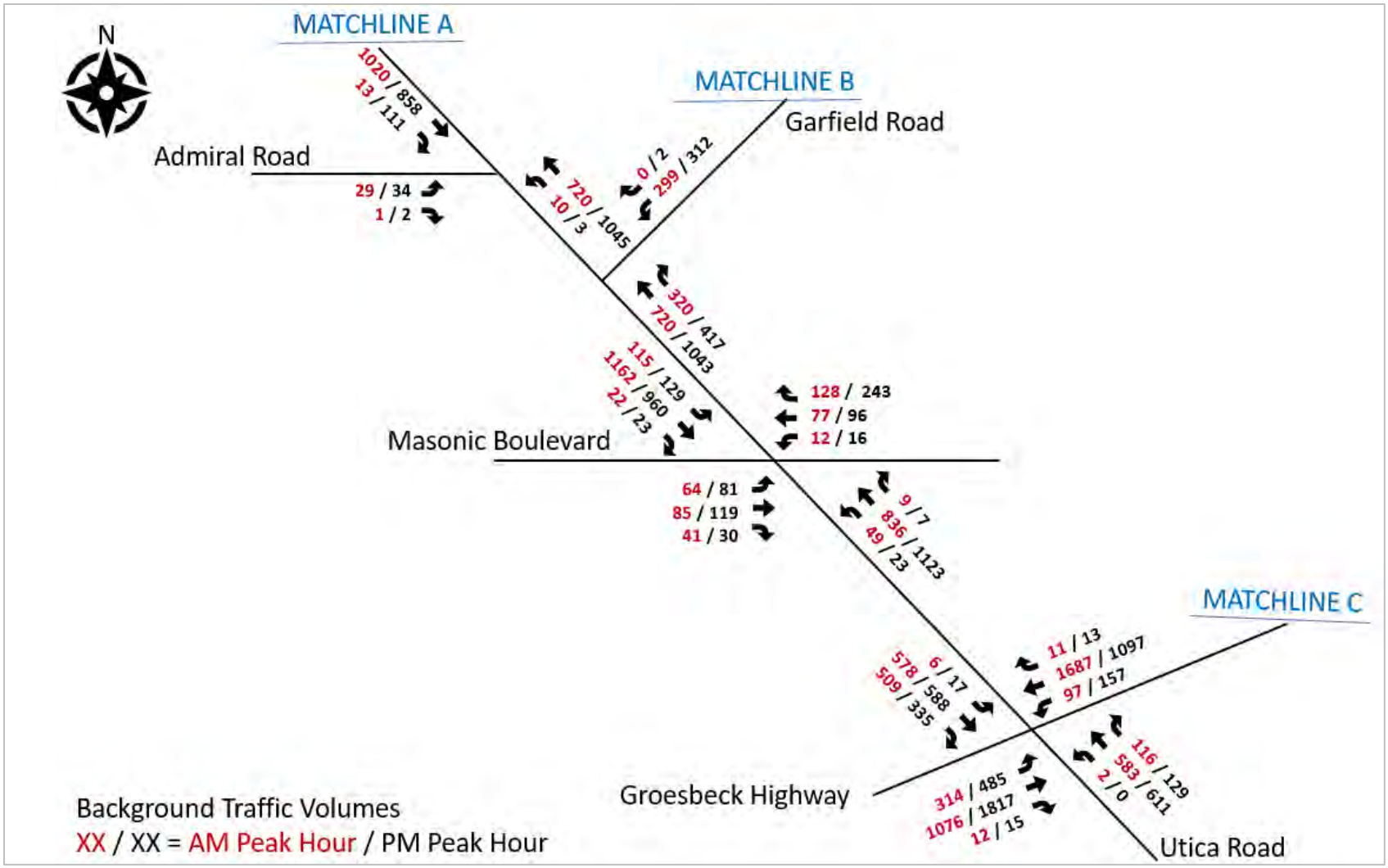


Figure 22. Background Traffic Volumes (2 of 2)

4.0 Background Traffic Operations

For background traffic conditions, all existing geometrics and traffic control were used. The LOS analysis for background traffic at the subject intersections during the AM and PM peak hours are summarized in **Table 4. Appendix D** contains the background Synchro reports from the analysis.

All intersections continue to operate at an acceptable LOS D (**overall intersection**) or better during the AM peak hour under Background conditions except for three intersections that continue from existing to operate at unacceptable LOS in the AM peak hour:

- Utica Road at Masonic Boulevard operates at LOS E for both the HCM and SimTraffic results.
- Utica Road at Groesbeck Highway (M-97) operates at LOS E for HCM results.
- 14 Mile Road at Hayes Road operates at LOS E for both the HCM and SimTraffic results.

For the AM peak hour, Synchro analysis HCM LOS results indicate the **movement LOS D** or better for all intersections throughout the project area except at the following locations that continue from existing conditions to operate at an unacceptable LOS:

- SWL Mulvey Road at Utica Road, which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS D.
- SBT Utica Road at 14 Mile Road, which operates at movement LOS F. When analyzed in SimTraffic results improve to LOS D.
- SBR Utica Road at 14 Mile Road, which operates at movement LOS F. When analyzed in SimTraffic results improve to LOS D.
- EBL/R Admiral St at Utica Road, which operates at movement LOS F. When analyzed in SimTraffic, results improve to LOS C.
- EBL Masonic Boulevard at Utica Road, which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- EBT Masonic Boulevard at Utica Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- WBR Masonic Boulevard at Utica Road, which operates at LOS E. When analyzed in SimTraffic, results improve to LOS D.
- NBT Utica Road at Masonic Boulevard, which operates at LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- SBT Utica Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic, results improve to LOS E.
- SBR Utica Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic, results improve to LOS E.
- NEL Groesbeck Highway (M-97) at Utica Road, which operates at LOS F. When analyzed in SimTraffic, results improve to LOS E.
- SWT Groesbeck Highway (M-97) at Utica Road, which operates at LOS E. When analyzed in SimTraffic, results improve to LOS D.

- SWR Groesbeck Highway (M-97) at Utica Road, which operates at LOS E. When analyzed in SimTraffic, results improve to LOS D.
- SBT Hayes Road at 14 Mile Road, which operates at LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- NBT Garfield Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- NBR Garfield Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS B.
- SBL Garfield Road at 14 Mile Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS D.
- EBL 14 Mile Road at Groesbeck Highway (M-97), which operates at E. When analyzed in SimTraffic results worsen to LOS F.
- WBL 14 Mile Road at Groesbeck Highway (M-97), which operates at F. When analyzed in SimTraffic, results improve to LOS E.
- NBL Groesbeck Highway (M-97) at 14 Mile Road, which operates at F. The same LOS F is achieved when analyzed in SimTraffic.

When compared, Synchro/SimTraffic simulation results indicate **movement LOS D** or better for all intersections (unless mentioned in bullet points above) throughout the project area except for the following movements:

- NBT Utica road at 14 Mile Road, which operates at movement LOS E when analyzed in SimTraffic.
- WBL Masonic Boulevard at Utica Road, which operates at movement LOS E when analyzed in SimTraffic.
- NBL Utica Road at Masonic Boulevard, which operates at movement LOS F when analyzed in SimTraffic
- NBR Utica Road at Masonic Boulevard, which operates at movement LOS F when analyzed in SimTraffic.
- NBL Utica Road at Groesbeck Highway (M-97), which operates at movement LOS F when analyzed in SimTraffic.
- SBL Utica Road at Groesbeck Highway (M-97), which operates at movement LOS E when analyzed in SimTraffic.
- SBL Hayes Road at 14 Mile Road, which operates at movement LOS F when analyzed in SimTraffic.
- SBR Hayes Road at 14 Mile Road, which operates at movement LOS F when analyzed in SimTraffic.

Table 4. Background AM and PM Peak Hour Level of Service

Node #	Location	Movement	AM Peak				PM Peak			
			Synchro Results		SimTraffic Results		Synchro Results		SimTraffic Results	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1281	Utica Road and Mulvey Road	EBL	35.1	D	47.5	D	45.6	D	46.6	D
		EBR			23.8	C			25.1	C
		NBL	1.0	A	14.9	B	2.9	A	15.1	B
		NBT	1.2	A	3.5	A	3.5	A	5.0	A
		NBR	0.0	A	2.6	A	0.9	A	3.0	A
		SBL	4.5	A	20.5	C	4.3	A	25.7	C
		SBT	6.4	A	6.3	A	5.6	A	6.8	A
		SBR	1.4	A	2.2	A	1.9	A	2.6	A
		SWL	71.0	E	53.9	D	50.9	D	42.9	D
		SWR	28.6	C	38.4	D	29.3	C	49.8	D
		Overall	8.9	A	7.9	A	6.9	A	8.1	A
1146	Utica Road and 14 Mile Road	EBL	21.7	C	21.1	C	26.1	C	46.3	D
		EBT	25.1	C	14.6	B	26.6	C	41.2	D
		EBR	20.0	B	4.6	A	21.3	C	15.3	B
		WBL	21.0	C	16.3	B	23.3	C	21.6	C
		WBT	12.6	B	15.3	B	16.9	B	25.0	C
		WBR	12.9	B	11.1	B	17.4	B	20.9	C
		NBL	34.4	C	52.1	D	30.6	C	35.4	D
		NBT	46.5	D	59.3	E	55.8	E	21.7	C
		NBR	46.2	D	52.7	D	55.3	E	21.9	C
		SBL	32.2	C	30.2	C	145.2	F	77.7	E
		SBT	81.3	F	39.6	D	57.1	E	22.5	C
		SBR	81.3	F	35.2	D	57.0	E	20.3	C
		Overall	46.2	D	34.2	C	48.8	D	29.3	C
9022	Utica Road Admiral St*	NBL	11.3	B	8.8	A	10.4	B	15.0	B
		NBT	0.2	A	0.3	A	0.1	A	0.9	A
		SBT			24.8	C			23.9	C
		SBR			25.8	D			22.1	C
		EBL/R	77.4	F	17.5	C	72.1	F	53.7	F
		Overall	1.5	A	14.8	B	2.0	A	12.2	B
1158	Utica Road and Garfield Road	NBT	1.1	A	1.1	A	8.5	A	2.8	A
		SBT	27.7	C	6.5	A	26.0	C	6.7	A
		SWL	54.4	D	17.3	B	30.4	C	12.3	B

Node #	Location	Movement	AM Peak				PM Peak			
			Synchro Results		SimTraffic Results		Synchro Results		SimTraffic Results	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
		Overall	23.1	C	6.2	A	18.6	B	5.7	A
1266	Utica Road and Masonic Boulevard	**EBL**	62.0	E	69.9	E	52.7	D	482.0	F
		EBT	63.4	E	46.6	D	53.6	D	179.9	F
		EBR			29.3	C			188.7	F
		WBL	48.4	D	56.2	E	43.9	D	52.6	D
		WBT	53.1	D	46.2	D	45.8	D	54.4	D
		WBR	76.9	E	48.2	D	92.0	F	70.1	E
		NBL			93.6	F			60.0	E
		NBT	93.5	F	99.5	F	55.1	E	62.8	E
		NBR			93.8	F			70.5	E
		SBL			27.5	C			48.6	D
		SBT	30.7	C	30.1	C	81.4	F	54.4	D
		SBR			28.3	C			49.5	D
		Overall	56.9	E	56.2	E	68.0	E	77.6	E
1004	Utica Road and Groesbeck Highway (M-97)	**NBL+**	50.2	D	770.4	F	0.0	A	0	A
		NBT	36.3	D	31.4	C	58.3	E	48.2	D
		NBR	36.4	D	20.7	C	58.5	E	38.7	D
		SBL	40.5	D	66.2	E	68.9	E	370.6	F
		SBT	133.7	F	59.6	E	109.1	F	47.1	D
		SBR	137.7	F	77.4	E	110.6	F	52.5	D
		NEL	92.3	F	60.7	E	200.2	F	204.0	F
		NET	23.8	C	20.3	C	37.3	D	45.2	D
		NER	25.3	C	9.9	A	42.2	D	31.9	C
		SWL	37.7	D	46.0	D	58.3	E	76.6	E
		SWT	65.6	E	43.1	D	29.1	C	45.6	D
		SWR	75.0	E	40.4	D	30.5	C	39.9	D
		Overall	69.4	E	43.1	D	67.6	E	62.6	E
1416	14 Mile Road and Hayes Road	**EBL**	17.0	B	9.5	A	20.7	C	21.4	C
		EBT	19.8	B	16.6	B	27.6	C	26.9	C
		EBR	19.9	B	10.9	B	27.7	C	16.5	B
		WBL	18.1	B	17.0	B	21.2	C	14.1	B
		WBT	22.0	C	20.2	C	26.8	C	13.6	B
		WBR	22.0	C	15.1	B	26.9	C	9.7	A
		NBL	35.1	D	42.4	D	31.6	C	77.8	E
		NBT	43.1	D	32.5	C	60.7	E	75.6	E

Node #	Location	Movement	AM Peak				PM Peak			
			Synchro Results		SimTraffic Results		Synchro Results		SimTraffic Results	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
		NBR	31.5	C	9.3	A	27.1	C	53.5	D
		SBL	32.7	C	159.5	F	32.5	C	34.9	C
		SBT	198.0	F	174.1	F	52.4	D	37.1	D
		SBR	30.4	C	117.1	F	27.1	C	6.4	A
		Overall	79.9	E	74.8	E	39.2	D	39.4	D
1141	14 Mile Road and Garfield Road	EBL	12.3	B	22.9	C	13.4	B	24.3	C
		EBT	0.5	A	17.5	B	0.6	A	13.7	B
		EBR	0.5	A	11.9	B	0.5	A	8.6	B
		WBL	14.0	B	18.4	B	15.6	B	13.4	B
		WBT	17.0	B	22.2	C	19.7	B	13.3	B
		WBR	11.5	B	5.6	A	13.0	B	3.9	A
		NBL	44.4	D	36.1	D	41.8	D	38.4	D
		NBT	56.6	E	51.1	D	54.7	D	46.6	D
		NBR	56.8	E	13.3	B	55.3	E	12.6	B
		SBL	112.6	F	51.0	D	83.8	F	50.9	D
		SBT	40.4	D	29.2	C	38.1	D	29.6	C
		SBR	36.6	D	4.9	A	33.0	C	5.1	A
		Overall	34.2	C	26.3	C	29.3	C	23.0	C
1005	14 Mile Road and Groesbeck Highway (M-97)	EBL	73.3	E	157.7	F	41.6	D	51.9	D
		EBT	51.0	D	41.2	D	84.8	F	64.5	E
		EBR	13.1	B	16.5	B	19.3	B	21.9	B
		WBL	107.5	F	57.3	E	47.1	D	51.0	D
		WBT	49.8	D	54.3	D	58.0	E	47.9	D
		WBR	13.2	B	51.9	D	2.8	A	38.9	D
		NBL	122.0	F	80.4	F	48.1	D	37.9	D
		NBT	24.8	C	15.3	B	9.4	A	30.3	C
		NBR			4.6	A			13.1	B
		SBL	12.8	B	48.8	D	45.1	D	68.5	E
		SBT	33.6	C	31.5	C	29.4	C	26.5	C
		SBR			15.8	B			12.6	B
		Overall	42.2	D	39.3	D	33.7	C	35.7	D

Notes: Delay is represented in seconds per vehicle. *Unsignalized intersection.

+ NBL is a permissive movement that has 1 vehicle in the AM and zero vehicles in the PM. SimTraffic results are high due to low gaps however this movement would likely make it through on the yellow.

All intersections continue to operate at an acceptable LOS D (**overall intersection**) or better during the AM peak hour under Background conditions except for two intersections that continue from existing to operate at unacceptable LOS in the PM peak hour:

- Utica Road and Masonic Boulevard, which operates at LOS E for both the HCM and SimTraffic results.
- Utica Road and Groesbeck Highway (M-97), which operates at LOS E for both the HCM and SimTraffic results.

For the PM peak hour, Synchro analysis HCM LOS results indicate the **movement LOS D** or better throughout the project area except at the following movements:

- NBT Utica Road at 14 Mile Road, which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS C.
- NBR Utica Road at 14 Mile Road, which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS C.
- SBL Utica Road at 14 Mile Road, which operates at movement LOS F. When analyzed in SimTraffic results improve to LOS E.
- SBT Utica Road at 14 Mile Road, which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS C.
- SBR Utica Road at 14 Mile Road, which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS C.
- EBL/R Admiral St at Utica Road, which operates at movement LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- WBR Masonic Boulevard at Utica Road, which operates at movement LOS F. When analyzed with SimTraffic, results improve to LOS E.
- NBT Utica Road at Masonic Boulevard, which operates at movement LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- SBT Utica Road at Masonic Boulevard, which operates at movement LOS F. When analyzed with SimTraffic, results improve to LOS D.
- NBT Utica Road at Groesbeck Highway (M-97), which operates at movement LOS E. When analyzed in SimTraffic, results improve to LOS D.
- NBR Utica Road at Groesbeck Highway (M-97), which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS D.
- SBL Utica Road at Groesbeck Highway (M-97), which operates at movement LOS E. When analyzed in SimTraffic results worsen to LOS F.
- SBT Utica Road at Groesbeck Highway (M-97), which operates at movement LOS F. When analyzed in SimTraffic results improve to LOS D.
- SBR Utica Road at Groesbeck Highway (M-97), which operates at movement LOS F. When analyzed in SimTraffic, results improve to LOS D.
- NEL Groesbeck Highway (M-97) at Utica Road, which operates at movement LOS F. The same LOS F is achieved when analyzed in SimTraffic.

- SWL Groesbeck Highway (M-97) at Utica Road, which operates at movement LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- NBT Hayes Road at 14 Mile Road, which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- NBR Garfield Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS B.
- SBL Garfield Road at 14 Mile Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS D.
- EBT 14 Mile Road at Groesbeck Highway (M-97), which operates at movement LOS F. When analyzed in SimTraffic results improve to LOS E.
- WBT 14 Mile Road at Groesbeck Highway (M-97), which operates at movement LOS E. When analyzed in SimTraffic results improve to LOS D.

When compared, Synchro/SimTraffic simulation results indicate **movement LOS D** or better for all intersections (unless mentioned in bullet points above) throughout the project area except for the following movements:

- EBL Masonic Boulevard at Utica Road, which operates at movement LOS F when analyzed in SimTraffic.
- EBT Masonic Boulevard at Utica Road, which operates at movement LOS F when analyzed in SimTraffic.
- EBR Masonic Boulevard at Utica Road, which operates at movement LOS F when analyzed in SimTraffic.
- NBL Utica Road at Masonic Boulevard, which operates at movement LOS E when analyzed in SimTraffic.
- NBR Utica Road at Masonic Boulevard, which operates at movement LOS E when analyzed in SimTraffic.
- NBL Hayes Road at 14 Mile Road, which operates at movement LOS E when analyzed in SimTraffic.
- SBL Groesbeck Highway (M-97) at 14 Mile Road, which operates at movement LOS E when analyzed in SimTraffic.

5.0 Future Traffic Impacts

5.1 Site Traffic Generation

The project will consist of one Sheetz Gas Station and Convenience Store (6,139 SQ. FT.) with 16 vehicle fueling stations and 50 parking spots. **Appendix E** contains the proposed site plan.

The trip generation rates for the proposed development were derived from the ITE Trip Generation Manual (10th edition). ***Two*** different types of trip generation rates were taken from the manual for the proposed site.

For the gross floor area (GFA) 6,139 Sq Ft. and 16 vehicle fueling positions, the ITE trip generation rates for Convenience Store/Gas Station - GFA (5.5-10k) (Land Use Code 945) was selected. The ITE description of Convenience Store/Gas Station is as follows:

> *A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells grocery and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel.*
>
> *A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.*
>
> *The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and premade sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.*
>
> *The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.*

For a Fast-Food Restaurant with one (1) Drive-Through lane, the ITE trip generation rates for Fast-Food Restaurant with Drive-Through Window and No Indoor Seating (LUC - 935) was selected. The ITE description of Restaurant with Drive-Through Window and No Indoor Seating is as follows:

> *This land use includes any fast-food restaurant that provides drive-through service only. The restaurant is typically housed in a very small building. It may provide a limited amount of outside seating at which there usually is no table service. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.*

For pass-by trips, ITE Trip Generation rates for Convenience Store/Gas Station (LUC - 945) and Fast-Food Restaurant with Drive-Through Window (LUC – 934) were selected from the appendix tables. There were only three (3) study sites for LUC – 935 and they were not deemed comparable to the proposed development therefore LUC – 934 was used to obtain pass-by trip rates.

For internal capture trips, NCHRP 8-51 Internal Trip Capture Estimation tool was used based on the ITE Trip Generation Manual guideline.

Table 5 summarizes the trip generation as well as the entering and exiting percentages into the site. It is projected that the development will generate a total of 116 vehicle trips in the AM peak hour and 92 vehicle trips in the PM peak hour. All land used codes and estimation tool used for this project are contained in **Appendix F.**

Table 5. Development Trip Generation

Land Use Code	Independent Variables	AM Peak			PM Peak			Site Trips					
								AM Peak			PM Peak		
		Rate	In	Out	Rate	In	Out	In	Out	Total	In	Out	Total
Convenience Store/Gas Station - GFA (5.5-10k) (LUC - 945)	16 # of Vehicle Fueling Positions	31.6	50%	50%	26.9	50%	50%	253	253	506	215	215	430
Fast-Food Restaurant with Drive-Through Window and No Indoor Seating (LUC - 935)	1 # of Drive Through Lanes	43	47%	53%	59.5	51%	49%	20	23	43	31	29	60
Total Trips								**273**	**276**	**549**	**246**	**244**	**490**
Pass By Rate													
Convenience Store/Gas Station (LUC - 945)			76%	76%		75%	75%	192	192	385	161	161	323
Fast-Food Restaurant with Drive-Through Window (LUC - 934)			50%	50%		55%	55%	10	12	22	17	16	33
Internal Capture Trips													
Convenience Store/Gas Station			1.0%	4.0%		6.0%	4.0%	3	10	13	12	9	21
Fast-Food Restaurant with Drive-Through Window			50%	13%		29%	41%	10	3	13	9	12	21
Newly Generated Trips													
Convenience Store/Gas Station Newly Generated Trips								58	51	108	42	45	86
Fast-Food Restaurant with Drive-Through Window and No Indoor Seating Newly Generated Trips								0	8	8	5	1	6
Total Pass By Rate Trips								**202**	**204**	**407**	**178**	**177**	**356**
Internal Capture Trips								**13**	**13**	**26**	**21**	**21**	**42**
Total Newly Generated Trips								**58**	**59**	**116**	**47**	**46**	**92**
Total Trips								**273**	**276**	**549**	**246**	**244**	**490**

5.2 Development Traffic Distribution

The Total Newly Generated Trip traffic was then distributed based on the surrounding roadway patterns and existing traffic volumes during the AM and PM peak hours. The distribution for the proposed site generated traffic is summarized in **Table 6.**

Table 6. Trip Distribution Percentages

Coming From	Road Name	AM	PM	Going To	AM	PM
North	SB Utica Road @ Utica Road/Mulvey Road	34.6%	31.0%	North	29.7%	38.5%
North	SB Groesbeck Highway (M-97) @ 14 Mile Road/Groesbeck Highway (M-97)	3.1%	4.1%	North	5.1%	2.4%
North	SB Garfield Road @ 14 Mile Road/Garfield Road	5.4%	3.2%	North	3.9%	3.2%
North	SB Hayes Road @ 14 Mile Road/Hayes Road	0.6%	0.8%	North	1.2%	1.5%
South	NB Utica Road @ Utica Road/Groesbeck Highway (M-97)	17.8%	15.8%	South	17.7%	15.8%
South	NB Hayes Road @ 14 Mile Road/Hayes Road	2.7%	2.7%	South	0.1%	1.2%
West	NE Groesbeck Highway (M-97) @ Utica Road/Groesbeck Highway (M-97)	9.6%	12.5%	West	15.6%	9.0%
West	EB 14 Mile Rd @ 14 Mile Road/Hayes Road	8.4%	11.1%	West	11.3%	8.9%
West	EB Masonic @ Utica Road/Masonic Boulevard	2.0%	2.1%	West	0.7%	0.6%
East	WB Masonic @ Utica Road/Masonic Boulevard	3.9%	6.3%	East	3.5%	3.4%
East	WB 14 Mile Rd @ 14 Mile Road/Groesbeck Highway (M-97)	12.0%	10.4%	East	11.2%	15.5%
Total		**100%**	**100%**	**Total**	**100%**	**100%**

Table 7 summarizes the development volumes based on the percentage distribution (Table 6) and the total new trips generated.

Table 7. Trip Distribution Volumes

Coming From	Road Name	AM	PM	Going To	AM	PM
North	SB Utica Road @ Utica Road/Mulvey Road	20	16	North	18	18
North	SB Groesbeck Highway (M-97) @ 14 Mile Road/Groesbeck Highway (M-97)	2	2	North	3	1
North	SB Garfield Road @ 14 Mile Road/Garfield Road	3	1	North	2	1
North	SB Hayes Road @ 14 Mile Road/Hayes Road	0	0	North	1	1
South	NB Utica Road @ Utica Road/Groesbeck Highway (M-97)	10	7	South	10	7
South	NB Hayes Road @ 14 Mile Road/Hayes Road	2	1	South	0	1
West	NE Groesbeck Highway (M-97) @ Utica Road/Groesbeck Highway (M-97)	6	6	West	9	4
West	EB 14 Mile Rd @ 14 Mile Road/Hayes Road	5	5	West	7	4
West	EB Masonic @ Utica Road/Masonic Boulevard	1	1	West	0	0
East	WB Masonic @ Utica Road/Masonic Boulevard	2	3	East	2	2
East	WB 14 Mile Rd @ 14 Mile Road/Groesbeck Highway (M-97)	7	5	East	7	7
Total		**58**	**47**	**Total**	**59**	**46**

The trips were then distributed to each the Site using the two proposed access points (14 Mile Road and Utica Road). **Figure 23 and Figure 24** summarize the total generated trips that the development places onto the roadway system. It was assumed that:

- Trips to Site: Traveling northbound and southbound along Utica Road and westbound along 14 Mile Road, traffic would enter the Utica Road driveway due to the RIRO driveway at 14 Mile Road. Trips traveling eastbound along 14 Mile Road would take the 14 Mile Road driveway.
- Trips from Site: Traveling southbound or westbound on Utica Road, traffic would all use the proposed Utica Road site driveway. Trips traveling northbound were split 80/20 between the 14 Mile Road driveway and Utica Road driveway. Trips traveling eastbound were split 20/80 between the 14 Mile Road driveway and Utica Road driveway.

Figure 25 and Figure 26 summarize the future year traffic volumes with the site development added (Background Traffic + Development Traffic).

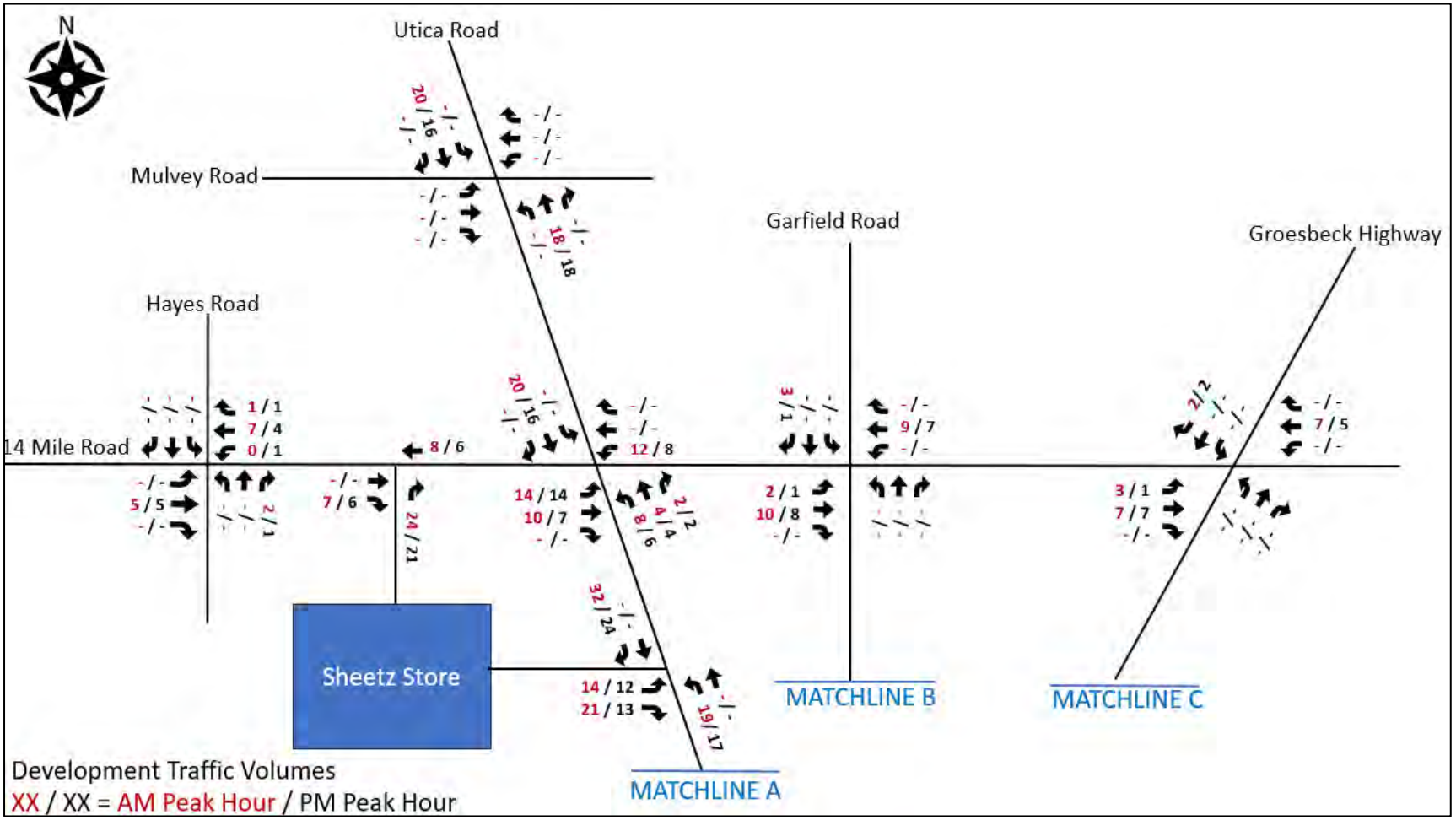


Figure 23. Development Traffic Volumes (1 of 2)

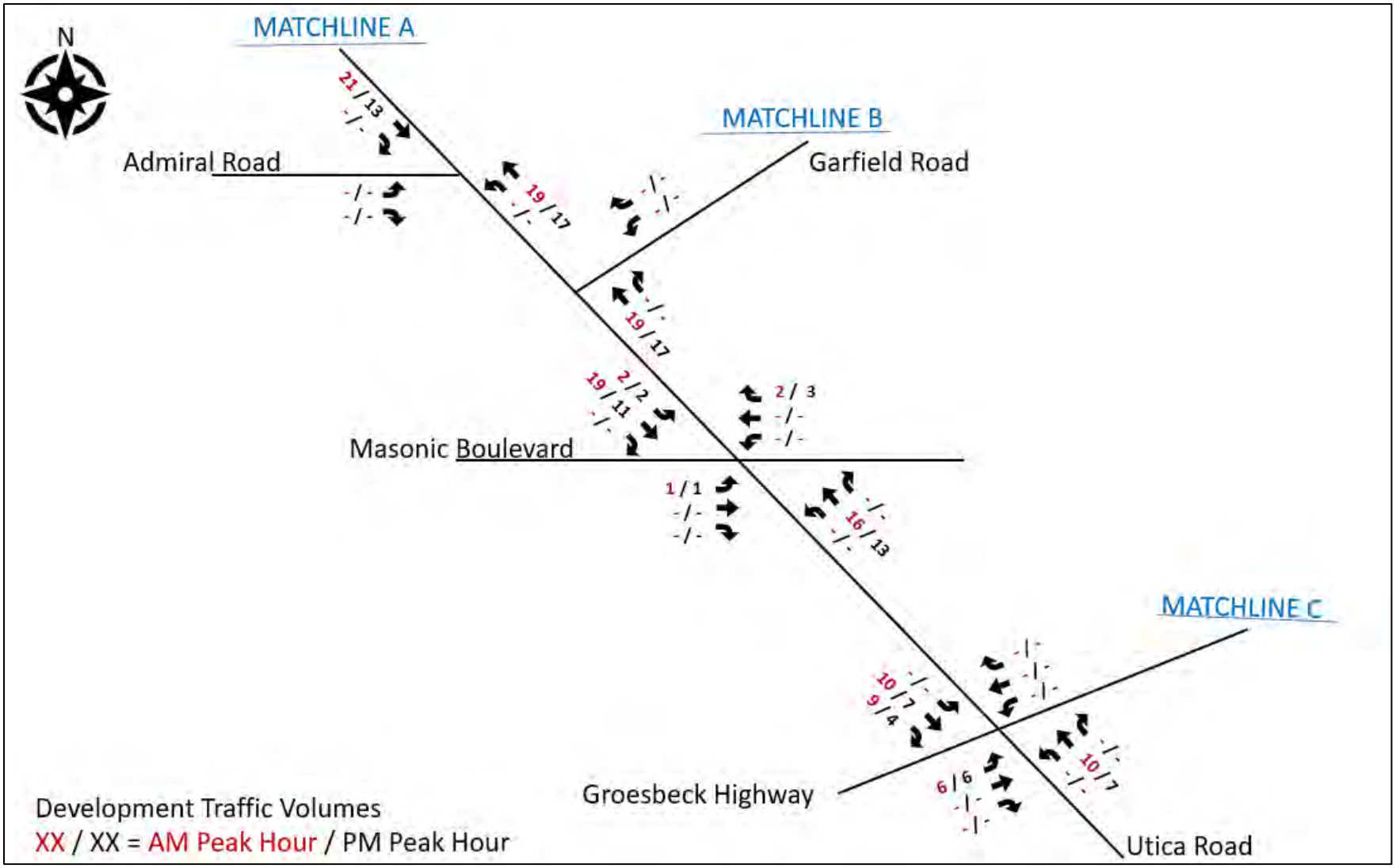


Figure 24. Development Traffic Volume (2 of 2)

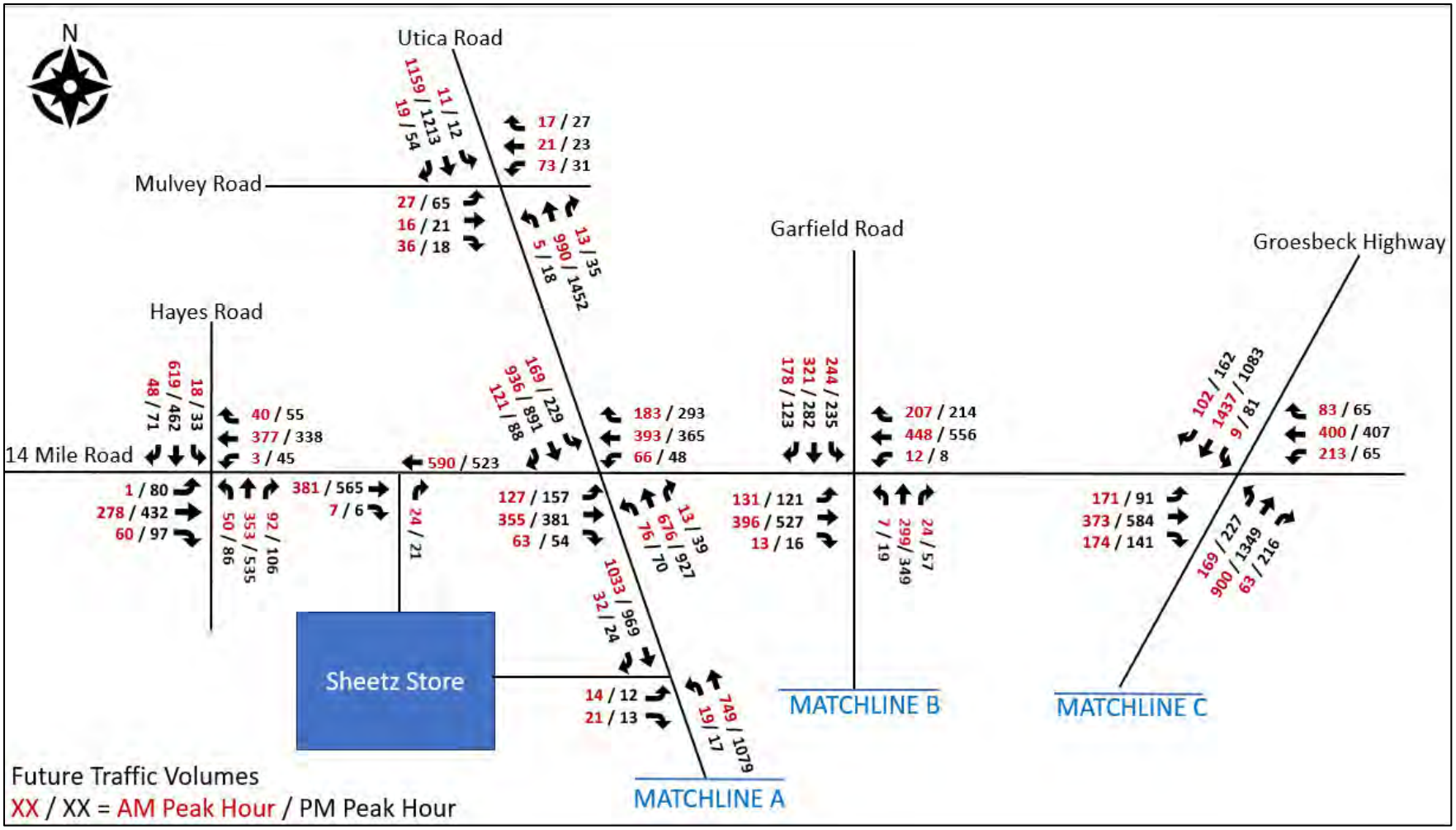


Figure 25. Future Traffic Volumes with Development (1 of 2)

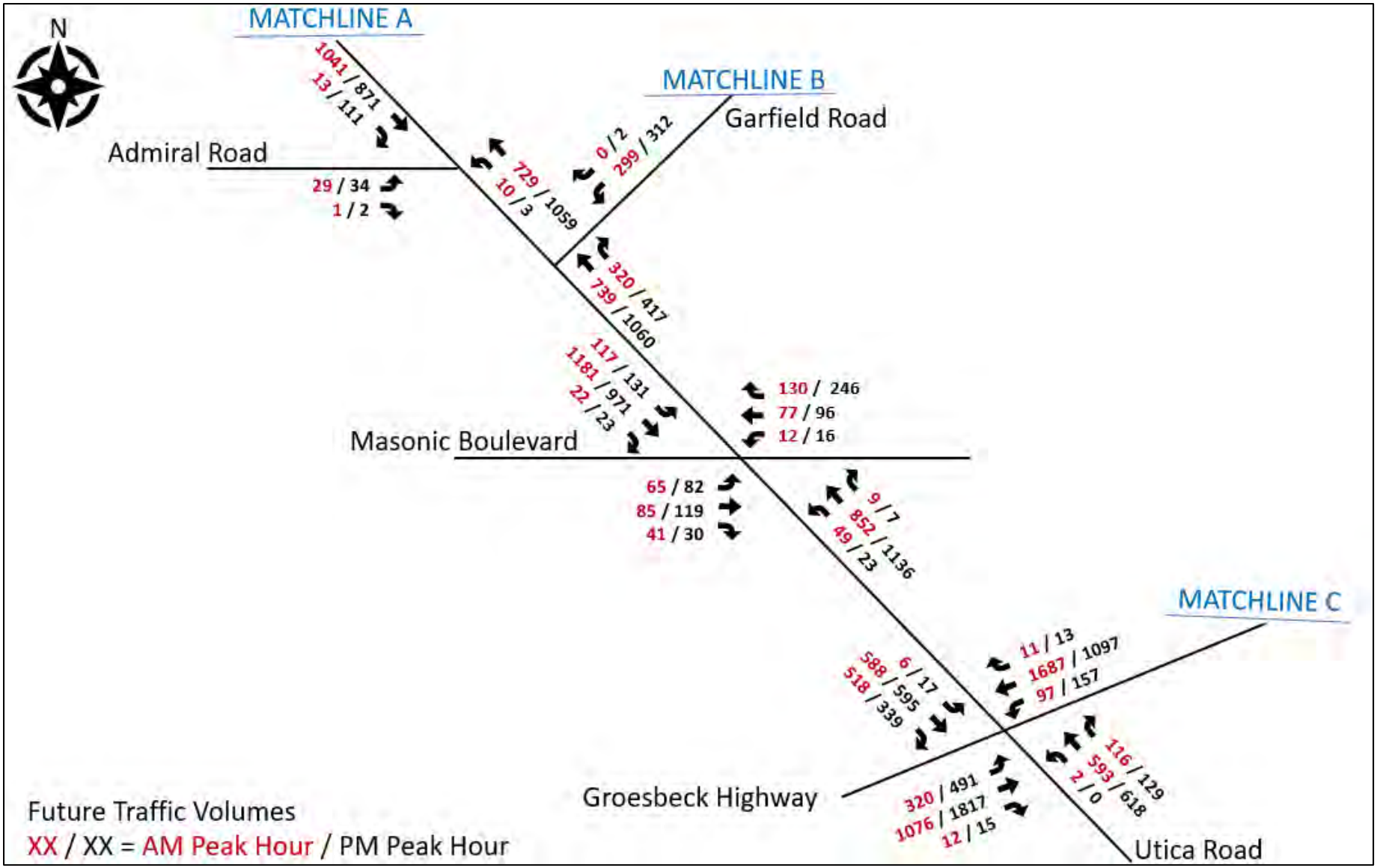


Figure 26. Future Traffic Volumes with Development (2 of 2)

5.3 Future Traffic Operations

The LOS analysis for future AM and PM peak hour traffic using Synchro is summarized in **Table 8**. For future traffic conditions, all existing geometrics and traffic control were used except for the addition of the two access points for the proposed development. **Appendix G** contains the future Synchro reports.

All intersections continue to operate at an acceptable LOS D (**overall intersection**) or better during the AM peak hour under Project conditions except for three intersections that continue from background to operate at unacceptable LOS in the AM peak hour:

- Utica Road at Masonic Boulevard, which operates at approach LOS E for both the HCM and SimTraffic results.
- Utica Road at Groesbeck Highway (M-97), which operates at approach LOS E for HCM results.
- 14 Mile Road at Hayes Road, which operates at approach LOS E for both the HCM and SimTraffic results.

For the AM peak hour, Synchro analysis HCM LOS results indicate the **movement LOS D** or better throughout the project area except at the following movements:

- SWL Utica Road at Mulvey Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- SBT Utica Road at 14 Mile Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS D.
- SBR Utica Road at 14 Mile Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS D.
- EBL/R Admiral Street at Utica Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.
- EBL Masonic Boulevard at Utica Road, which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- EBT Masonic Boulevard at Utica Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- WBR Masonic Boulevard at Utica Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- NBT Utica Road at Masonic Boulevard, which operates at LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- SBT Utica Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic results improve to LOS D.
- SBR Utica Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.
- NEL Groesbeck Highway (M-97) at Utica Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.

- SWT Groesbeck Highway (M-97) at Utica Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- SWR Groesbeck Highway (M-97) at Utica Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS C.
- SBT Hayes Road at 14 Mile Road, which operates at LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- NBT Garfield Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- NBR Garfield Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS B.
- SBL Garfield Road at 14 Mile Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.
- EBL 14 Mile Road at Groesbeck Highway (M-97), which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- WBL 14 Mile Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.
- NBL Groesbeck Highway (M-97) at 14 Mile Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.

When compared, Synchro/SimTraffic simulation results indicate **movement LOS D** or better for all movements (unless mentioned in bullet points above) throughout the project area except for the following:

- WBL Masonic Boulevard at Utica Road, which operates at LOS E when analyzed in SimTraffic.
- NBL Utica Road at Masonic Boulevard, which operates at LOS F when analyzed in SimTraffic.
- NBR Utica Road at Masonic Boulevard, which operates at LOS F when analyzed in SimTraffic.
- SBL Utica Road at Groesbeck Highway (M-97), which operates at LOS F when analyzed in SimTraffic.
- SBL Hayes Road at 14 Mile Road, which operates at LOS F when analyzed in SimTraffic.
- SBR Hayes Road at 14 Mile Road, which operates at LOS F when analyzed in SimTraffic.

Table 8. Future AM and PM Peak Hour Levels of Service

Node #	Location	Movement	AM Peak				PM Peak			
			Synchro Results		SimTraffic Results		Synchro Results		SimTraffic Results	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1281	Utica Road and Mulvey Road	EBL	35.1	D	45.2	D	45.6	D	51.7	D
		EBR			21.5	C			32.2	C
		NBL	1.0	A	21.1	C	3.0	A	24.5	C
		NBT	1.3	A	3.7	A	3.6	A	5.3	A
		NBR	0.0	A	3.0	A	1.0	A	3.9	A
		SBL	4.5	A	23.1	C	4.4	A	23.6	C
		SBT	6.5	A	5.7	A	5.7	A	7.0	A
		SBR	1.3	A	1.9	A	1.9	A	2.7	A
		SWL	71.0	E	48.7	D	51.1	D	47.7	D
		SWR	28.0	C	51.6	D	28.6	C	50.8	D
		Overall	8.8	A	7.8	A	6.9	A	8.3	A
1146	Utica Road and 14 Mile Road	EBL	22.5	C	23.4	C	28.1	C	53.6	D
		EBT	26.1	C	13.7	B	27.3	C	38.2	D
		EBR	20.5	C	4.2	A	21.6	C	14.8	B
		WBL	21.0	C	18.6	B	23.2	C	28.5	C
		WBT	13.1	B	16.4	B	17.2	B	27.8	C
		WBR	13.4	B	12.6	B	17.8	B	25.7	C
		NBL	34.3	C	50.1	D	30.8	C	31.4	C
		NBT	45.9	D	50.7	D	55.9	E	13.4	B
		NBR	45.7	D	49.1	D	55.5	E	11.3	B
		SBL	32.2	C	28.9	C	145.6	F	52.0	D
		SBT	85.5	F	45.5	D	58.5	E	23.2	C
		SBR	85.6	F	46.1	D	58.3	E	21.9	C
		Overall	47.5	D	34.8	C	49.3	D	26.0	C
9022	Utica Road Admiral St*	NBL	11.4	B	7.3	A	10.4	B	38.1	E
		NBT	0.3	A	0.3	A	0.1	A	1.0	A
		SBT			25.3	D			32.4	D
		SBR			23.1	C			32.3	D
		EBL/R	84.0	F	36.0	E	76.2	F	65.5	F
		Overall	1.6	A	14.8	B	2.1	A	16.8	C
1158	Utica Road and Garfield Road	NBT	0.9	A	0.8	A	8.6	A	3.0	A
		SBT	28.0	C	6.7	A	25.2	C	8.2	A
		SWL	54.4	D	17.1	B	30.2	C	16.1	B

Node #	Location	Movement	AM Peak				PM Peak			
			Synchro Results		SimTraffic Results		Synchro Results		SimTraffic Results	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
		Overall	23.2	C	6.1	A	18.3	B	6.9	A
1266	**Utica Road and Masonic Boulevard**	**EBL**	62.1	E	65.2	E	52.8	D	684.6	F
		EBT	63.3	E	50.2	D	53.1	D	575.7	F
		EBR			28.6	C			417.2	F
		WBL	48.0	D	64.0	E	43.6	D	94.4	F
		WBT	53.0	D	48.3	D	45.7	D	106.6	F
		WBR	77.3	E	43.9	D	92.6	F	140.1	F
		NBL			168.5	F			46.4	D
		NBT	98.9	F	168.5	F	57.0	E	55.4	E
		NBR			168.3	F			61.6	E
		SBL			23.5	C			61.6	E
		SBT	31.7	C	27.5	C	87.5	F	67.2	E
		SBR			13.8	B			65.8	E
		Overall	59.2	E	79.0	E	71.2	E	107.3	F
1004	**Utica Road and Groesbeck Highway (M-97)**	**NBL+**	50.2	D	34.1	C	0.0	A		
		NBT	36.7	D	31.9	C	59.8	E	42.8	D
		NBR	36.9	D	20.0	B	60.0	E	32.0	C
		SBL	40.8	D	112.5	F	69.2	E	133.7	F
		SBT	141.1	F	49.4	D	113.3	F	51.0	D
		SBR	145.7	F	66.3	E	114.9	F	53.5	D
		NEL	97.8	F	64.2	E	208.3	F	188.8	F
		NET	23.8	C	20.3	C	37.3	D	45.8	D
		NER	25.2	C	7.7	A	42.5	D	35.3	D
		SWL	37.7	D	45.6	D	58.3	E	81.3	F
		SWT	65.6	E	36.7	D	29.1	C	45.1	D
		SWR	75.0	E	29.2	C	30.5	C	45.9	D
		Overall	71.7	E	39.1	D	69.6	E	60.4	E
1416	**14 Mile Road and Hayes Road**	**EBL**	17.0	B	2.1	A	20.8	C	21.5	C
		EBT	19.8	B	15.3	B	27.7	C	27.6	C
		EBR	19.9	B	8.0	A	27.9	C	22.4	C
		WBL	18.1	B	0.4	A	21.3	C	19.4	B
		WBT	22.1	C	21.1	C	26.9	C	12.7	B
		WBR	22.1	C	12.8	B	27.0	C	11.5	B
		NBL	35.1	D	39.4	D	31.6	C	56.0	E
		NBT	43.1	D	34.3	C	60.6	E	55.2	E

Node #	Location	Movement	AM Peak				PM Peak			
			Synchro Results		SimTraffic Results		Synchro Results		SimTraffic Results	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
		NBR	31.6	C	9.3	A	27.1	C	28.5	C
		SBL	32.7	C	156.3	F	32.5	C	42.4	C
		SBT	198.0	F	154.8	F	52.3	D	33.5	D
		SBR	30.4	C	99.8	F	27.1	C	5.8	A
		Overall	79.4	E	66.8	E	39.2	D	32.3	C
1141	14 Mile Road and Garfield Road	EBL	12.3	B	24.0	C	13.4	B	27.5	C
		EBT	0.5	A	17.0	B	0.6	A	14.1	B
		EBR	0.5	A	11.7	B	0.6	A	16.6	B
		WBL	14.0	B	20.9	C	15.6	B	16.1	B
		WBT	17.1	B	24.0	C	19.8	B	14.2	B
		WBR	11.5	B	5.0	A	13.0	B	4.2	A
		NBL	44.4	D	28.9	C	41.7	D	43.5	D
		NBT	56.6	E	51.3	D	54.7	D	40.3	D
		NBR	56.8	E	14.6	B	55.2	E	5.8	A
		SBL	112.6	F	63.4	E	83.8	F	62.6	E
		SBT	40.4	D	33.5	C	38.1	D	29.5	C
		SBR	36.7	D	5.8	A	33.0	C	6.4	A
		Overall	34.0	C	28.6	C	29.2	C	23.8	C
1005	14 Mile Road and Groesbeck Highway (M-97)	EBL	66.8	E	75.5	E	42.4	D	51.7	D
		EBT	51.6	D	38.4	D	87.0	F	60.7	E
		EBR	12.9	B	15.4	B	19.3	B	16.0	B
		WBL	117.2	F	58.3	E	47.2	D	52.6	D
		WBT	49.3	D	45.0	D	58.3	E	49.0	D
		WBR	2.7	A	28.5	C	2.8	A	33.4	C
		NBL	123.5	F	62.2	E	48.1	D	42.5	D
		NBT	23.7	C	16.0	B	9.4	A	33.9	C
		NBR			4.1	A			15.4	B
		SBL	12.8	B	47.4	D	45.2	D	61.0	E
		SBT	33.7	C	30.2	C	29.5	C	27.2	C
		SBR			16.1	B			10.7	B
		Overall	42.8	D	32.8	C	34.2	C	36.3	D
5001	Site Access 1 (14 Mile Road) *	EBT			1.1	A			2.5	A
		EBR			0.6	A			2.8	A
		WBT			1.3	A			1.6	A
		NBR	11.2	B	3.6	A	11.4	B	3.5	A

Node #	Location	Movement	AM Peak				PM Peak			
			Synchro Results		SimTraffic Results		Synchro Results		SimTraffic Results	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
		Overall	0.2	A	1.3	A	0.2	A	2.1	A
5002	**Site Access 2 (Utica Road) ***	**EBL**		D	18.0	C		E	20.9	C
		EBR	30.1		7.5	A	35.7		10.4	B
		NBL	11.2	B	6.6	A	10.8	B	24.7	C
		NBT			3.2	A			3.3	A
		SBT			3.2	A			3.1	A
		SBR			2.4	A			2.2	A
		Overall	0.7	A	3.4	A	0.5	A	3.6	A

Notes: Delay is represented in seconds per vehicle, *= Unsignalized intersection
+ NBL is a permissive movement that has 1 vehicle in the AM and zero vehicles in the PM. SimTraffic results are high due to low gaps however this movement would likely make it through on the yellow.

All intersections continue to operate at an acceptable LOS D (**overall intersection**) or better during the PM peak hour under Project conditions except for two intersections that continue from background to operate at unacceptable LOS in the AM peak hour:

- Utica Road at Masonic Boulevard, which operates at approach LOS E for HCM results and LOS F for SimTraffic results.
- Utica Road at Groesbeck Highway (M-97), which operates at approach LOS E for both the HCM and SimTraffic results.

For the PM peak hour, Synchro analysis HCM LOS results indicate the **movement LOS D** or better throughout the project area except at the following movements:

- NBT Utica Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS B.
- NBR Utica Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS B.
- SBL Utica Road at 14 Mile Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS D.
- SBT Utica Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS C.
- SBR Utica Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS C.
- EBL/R Admiral Street at Utica Road, which operates at LOS F. The same LOS F is achieved when analyzed in SimTraffic.

- WBR Masonic Boulevard at Utica Road, which operates at LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- NBT Utica Road at Masonic Boulevard, which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- SBT Utica Road at Masonic Boulevard, which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.
- NBT Utica Road at Groesbeck Highway (M-97), which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- NBR Utica Road at Groesbeck Highway (M-97), which operates at LOS E. When analyzed in SimTraffic results improve to LOS C.
- SBL Utica Road at Groesbeck Highway (M-97), which operates at LOS E. When analyzed in SimTraffic results worsen to LOS F.
- SBT Utica Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic results improve to LOS D.
- SBR Utica Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic results improve to LOS D.
- NEL Groesbeck Highway (M-97) at Utica Road, which operates at LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- SWL Groesbeck Highway (M-97) at Utica Road, which operates at LOS E. When analyzed in SimTraffic results worsen to LOS F.
- NBT Hayes Road at 14 Mile Road, which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- NBR Garfield Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS A.
- SBL Garfield Road at 14 Mile Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.
- EBT 14 Mile Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.
- WBT 14 Mile Road at Groesbeck Highway (M-97), which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- EBL/R Site Access 2 (Utica Road) at Utica Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS C/B.

When compared, Synchro/SimTraffic simulation results indicate **movement LOS D** or better for all intersections (unless mentioned in bullet points above) throughout the project area except for the following movements:

- NBL Utica Road at Admiral Street, which operates at LOS E when analyzed in SimTraffic.
- EBL Masonic Boulevard at Utica Road, which operates at LOS F when analyzed in SimTraffic.

- EBT Masonic Boulevard at Utica Road, which operates at LOS F when analyzed in SimTraffic.
- EBR Masonic Boulevard at Utica Road, which operates at LOS F when analyzed in SimTraffic.
- WBL Masonic Boulevard at Utica Road, which operates at LOS F when analyzed in SimTraffic.
- WBT Masonic Boulevard at Utica Road, which operates at LOS F when analyzed in SimTraffic.
- NBR Utica Road at Masonic Boulevard, which operates at LOS E when analyzed in SimTraffic.
- SBL Utica Road at Masonic Boulevard, which operates at LOS E when analyzed in SimTraffic.
- SBR Utica Road at Masonic Boulevard, which operates at LOS E when analyzed in SimTraffic.
- NBL Hayes Road at 14 Mile Road, which operates at LOS E when analyzed in SimTraffic.
- SBL Groesbeck Highway (M-97) at 14 Mile Road, which operates at LOS E when analyzed in SimTraffic.

5.4 Proposed Mitigations

Signal optimization mitigations were completed to help reduce the delay along the corridor. A comparison of LOS between existing and future mitigated conditions is illustrated in **Table 9** and **Table 10** for both AM and PM peak hours, respectively. **Appendix H** contains the mitigated Synchro reports.

The signal timing adjustments applied in the mitigation scenario allowed all intersections to operate at an acceptable LOS D (**overall intersection**) or better during the AM peak hour under mitigation conditions.

For the AM peak hour, Synchro analysis HCM LOS results indicate the **movement LOS D** or better throughout the project area except at the following movements:

- SWL Utica Road at Mulvey Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- SBT Utica Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- SBR Utica Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- EBL/R Admiral Street at Utica Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.
- EBL Masonic Boulevard at Utica Road, which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.

- EBT Masonic Boulevard at Utica Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- WBR Masonic Boulevard at Utica Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- NBT Utica Road at Masonic Boulevard, which operates at LOS E When analyzed in SimTraffic results improve to LOS D.
- SBT Utica Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.
- SBR Utica Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.
- NEL Groesbeck Highway (M-97) at Utica Road, which operates at LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- SWT Groesbeck Highway (M-97) at Utica Road, which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- SWR Groesbeck Highway (M-97) at Utica Road, which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- SBT Hayes Road at 14 Mile Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.
- NBT Garfield Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- NBR Garfield Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS B.
- SBL Garfield Road at 14 Mile Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS D.
- EBL 14 Mile Road at Groesbeck Highway (M-97), which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- EBT 14 Mile Road at Groesbeck Highway (M-97), which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- WBL 14 Mile Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.
- NBL Groesbeck Highway (M-97) at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.

When compared, Synchro/SimTraffic simulation results indicate **movement LOS D** or better for all movements (unless mentioned in bullet points above) throughout the project area except for the following:

- WBL Utica Masonic Boulevard at Utica Road, which operates at LOS E when analyzed in SimTraffic.
- NBL Utica Road at Groesbeck Highway (M-97), which operates at LOS F when analyzed in SimTraffic. NBL is a permissive movement that has one vehicle in the AM. SimTraffic

results are high due to low gaps, however this movement would likely make it through on the yellow.

- SBL Utica Road at Groesbeck Highway (M-97), which operates at LOS F when analyzed in SimTraffic.
- SWR Groesbeck Highway (M-97) at Utica Road, which operates at LOS E when analyzed in SimTraffic.

Table 9. LOS Comparison: Existing and Mitigated AM Peak

Node #	Location	Movement	Synchro Results				SimTraffic Results			
			Existing Condition		Future Mitigations		Existing Condition		Future Mitigations	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1281	Utica Road and Mulvey Road	EBL	34.8	C	35.1	D	47.3	D	47.5	D
		EBR					23.4	C	21.1	C
		NBL	1.0	A	8.8	A	12.7	B	20.8	C
		NBT	1.2	A	8.0	A	3.8	A	10.5	B
		NBR	0.0	A	3.9	A	2.4	A	5.7	A
		SBL	4.4	A	4.5	A	18.7	B	14.8	B
		SBT	6.2	A	6.5	A	6.6	A	6.0	A
		SBR	1.3	A	1.3	A	3.4	A	2.7	A
		SWL	70.4	E	71.0	E	48.0	D	52.2	D
		SWR	28.2	C	28.0	C	44.5	D	50.6	D
		Overall	8.7	A	11.5	B	8.8	A	10.8	B
1146	Utica Road and 14 Mile Road	EBL	21.4	C	26.6	C	26.5	C	26.0	C
		EBT	24.8	C	27.5	C	14.0	B	17.8	B
		EBR	19.9	B	21.7	C	4.7	A	4.5	A
		WBL	20.9	C	23.7	C	16.9	B	31.5	C
		WBT	12.2	B	46.3	D	16.9	B	39.0	D
		WBR	12.5	B	46.7	D	12.9	B	34.7	C
		NBL	34.4	C	32.9	C	53.5	D	43.0	D
		NBT	45.7	D	42.0	D	56.3	E	47.0	D
		NBR	45.5	D	41.8	D	48.7	D	41.2	D
		SBL	32.1	C	28.7	C	33.3	D	36.6	D
		SBT	77.9	E	57.9	E	50.1	D	40.8	D
		SBR	77.9	E	57.9	E	52.7	D	37.2	D
		Overall	44.7	D	44.0	D	38.1	D	37.3	C
9022	Utica Road Admiral St*	NBL	11.1	B	11.4	B	8.9	A	9.4	A
		NBT	0.2	A	0.3	A	0.4	A	0.4	A
		SBT	71.5	F			58.1	F	24.5	D
		SBR					28.3	D	24.3	C
		EBL/R			84.0	F	26.2	D	41.8	E
		Overall	1.4	A	1.6	A	16.8	B	14.7	B
1158	Utica Road and Garfield Road	NBT	1.1	A	1.1	A	1.1	A	1.2	A
		SBT	27.1	C	26.4	C	6.2	A	6.5	A
		SWL	54.0	D	16.9	B	16.7	B	11.0	B

Node #	Location	Movement	Synchro Results				SimTraffic Results			
			Existing Condition		Future Mitigations		Existing Condition		Future Mitigations	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
		Overall	22.7	C	16.8	B	6.1	A	5.3	A
1266	Utica Road and Masonic Boulevard	EBL	62.3	E	62.2	E	67.9	E	65.1	E
		EBT	63.2	E	64.0	E	46.8	D	46.8	D
		EBR					31.5	C	33.3	C
		WBL	48.2	D	48.0	D	65.1	E	58.7	E
		WBT	53.2	D	53.1	D	44.2	D	45.9	D
		WBR	76.6	E	77.4	E	44.8	D	49.6	D
		NBL					84.3	F	48.2	D
		NBT	86.7	F	62.8	E	92.2	F	52.0	D
		NBR					106.0	F	52.5	D
		SBL					32.8	C	33.0	C
		SBT	29.4	C	40.0	D	36.0	D	35.6	D
		SBR					36.0	D	32.9	C
		Overall	54.1	D	51.6	D	55.4	E	43.1	D
1004	Utica Road and Groesbeck Highway (M-97)	NBL+	50.2	D	50.2	D	739.5	F	334.0	F
		NBT	35.7	D	36.7	D	31.5	C	31.0	C
		NBR	35.8	D	36.9	D	20.6	C	19.3	B
		SBL	40.1	D	40.8	D	82.5	F	102.7	F
		SBT	124.8	F	141.1	F	66.8	E	56.9	E
		SBR	128.3	F	145.7	F	83.8	F	70.0	E
		NEL	86.9	F	97.8	F	90.5	F	111.5	F
		NET	23.6	C	23.8	C	22.9	C	23.6	C
		NER	25.0	C	25.2	C	9.4	A	9.1	A
		SWL	37.1	D	37.7	D	52.1	D	57.1	E
		SWT	60.4	E	65.6	E	47.9	D	61.3	E
		SWR	69.8	E	75.0	E	51.2	D	61.7	E
		Overall	65.2	E	71.7	E	48.8	D	52.5	D
1416	14 Mile Road and Hayes Road	EBL	16.9	B	22.1	C	16.9	B	-	-
		EBT	19.7	B	25.8	C	15.9	B	19.0	B
		EBR	19.7	B	25.9	C	11.0	B	11.5	B
		WBL	18.1	B	23.3	C	18.9	B	24.5	C
		WBT	21.9	C	28.6	C	21.2	C	30.8	C
		WBR	21.9	C	28.7	C	17.1	B	23.0	C
		NBL	35.2	D	32.2	C	40.5	D	39.1	D
		NBT	42.5	D	31.8	C	33.3	C	26.7	C

Node #	Location	Movement	Synchro Results				SimTraffic Results			
			Existing Condition		Future Mitigations		Existing Condition		Future Mitigations	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
		NBR	31.5	C	25.3	C	9.9	A	7.9	A
		SBL	32.6	C	26.2	C	161.7	F	48.6	D
		SBT	187.4	F	83.0	F	181.4	F	57.8	E
		SBR	30.4	C	24.2	C	130.2	F	17.6	B
		Overall	76.5	E	44.8	D	72.5	E	35.2	D
1141	14 Mile Road and Garfield Road	EBL	12.1	B	34.1	C	26.6	C	26.0	C
		EBT	0.5	A	28.6	C	18.2	B	10.4	B
		EBR	0.5	A	28.6	C	13.8	B	5.0	A
		WBL	13.9	B	40.7	D	19.1	B	21.0	C
		WBT	16.8	B	45.3	D	25.8	C	21.6	C
		WBR	11.3	B	15.1	B	5.5	A	5.3	A
		NBL	44.6	D	44.4	D	38.7	D	41.0	D
		NBT	56.7	E	56.6	E	51.3	D	46.0	D
		NBR	56.9	E	56.8	E	13.5	B	9.9	A
		SBL	107.1	F	94.5	F	52.0	D	45.6	D
		SBT	40.5	D	39.5	D	28.6	C	28.2	C
		SBR	36.7	D	5.6	A	5.1	A	4.7	A
		Overall	33.6	C	41.9	D	27.6	C	23.7	C
1005	14 Mile Road and Groesbeck Highway (M-97)	EBL	66.4	E	64.4	E	252.0	F	65.6	E
		EBT	50.4	D	59.5	E	43.1	D	43.0	D
		EBR	12.7	B	12.8	B	18.9	B	17.0	B
		WBL	96.3	F	102.1	F	101.4	F	57.1	E
		WBT	49.4	D	54.0	D	66.2	E	47.7	D
		WBR	13.2	B	2.6	A	71.5	E	38.7	D
		NBL	116.7	F	68.9	E	114.6	F	38.1	D
		NBT	24.7	C	9.0	A	17.1	B	9.9	A
		NBR					4.9	A	3.6	A
		SBL	12.7	B	12.8	B	39.5	D	40.7	D
		SBT	32.7	C	38.6	D	33.4	C	37.2	D
		SBR					18.1	B	19.7	B
		Overall	40.7	D	38.9	D	50.4	D	33.3	C
5001	Site Access 1 (14 Mile Road) *	EBT							1.3	A
		EBR							0.7	A
		WBT							1.7	A
		NBR			11.2	B			4.9	A

Node #	Location	Movement	Synchro Results				SimTraffic Results			
			Existing Condition		Future Mitigations		Existing Condition		Future Mitigations	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
		Overall			0.2	A			1.6	A
5002	**Site Access 2 (Utica Road) ***	**EBL**				D			19.1	C
		EBR			30.1				9.2	A
		NBL			11.2	B			5.7	A
		NBT							2.6	A
		SBT							3.1	A
		SBR							2.5	A
		Overall			0.7	A			3.1	A

Notes: Delay is represented in seconds per vehicle, *= Unsignalized intersection
+ NBL is a permissive movement that has 1 vehicle in the AM and zero vehicles in the PM. SimTraffic results are high due to low gaps however this movement would likely make it through on the yellow.

All intersections continue to operate at an acceptable LOS D (**overall intersection**) or better during the PM peak hour under mitigation conditions except for two intersections that continue from project conditions to operate at unacceptable LOS in the AM peak hour:

- Utica Road at Masonic Boulevard, which operates at approach LOS E both the HCM and SimTraffic results.
- Utica Road at Groesbeck Highway (M-97), which operates at approach LOS E for both the HCM and SimTraffic results.

For the PM peak hour, Synchro analysis HCM LOS results indicate the **movement LOS D** or better throughout the project area except at the following movements:

- NBT Utica Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS B.
- NBR Utica Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS B.
- SBL Utica Road at 14 Mile Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS D.
- SBT Utica Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS C.
- SBR Utica Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS B.
- EBL/R Admiral Street at Utica Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS C.
- WBR Masonic Boulevard at Utica Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.

- NBT Utica Road at Masonic Boulevard, which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- SBT Utica Road at Masonic Boulevard, which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- NBT Utica Road at Groesbeck Highway (M-97), which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- NBR Utica Road at Groesbeck Highway (M-97), which operates at LOS E. When analyzed in SimTraffic results improve to LOS C.
- SBL Utica Road at Groesbeck Highway (M-97), which operates at LOS E. When analyzed in SimTraffic results worsen to LOS F.
- SBT Utica Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic results improve to LOS D.
- SBR Utica Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic results improve to LOS D.
- NEL Groesbeck Highway (M-97) at Utica Road, which operates at LOS F. The same LOS F is achieved when analyzed in SimTraffic.
- SWL Groesbeck Highway (M-97) at Utica Road, which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- NBT Hayes Road at 14 Mile Road, which operates at LOS E. The same LOS E is achieved when analyzed in SimTraffic.
- NBR Garfield Road at 14 Mile Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS B.
- SBL Garfield Road at 14 Mile Road, which operates at LOS F. When analyzed in SimTraffic results improve to LOS D.
- EBT 14 Mile Road at Groesbeck Highway (M-97), which operates at LOS F. When analyzed in SimTraffic results improve to LOS E.
- WBT 14 Mile Road at Groesbeck Highway (M-97), which operates at LOS E. When analyzed in SimTraffic results improve to LOS D.
- EBL/R Site Access 2 (Utica Road) at Utica Road, which operates at LOS E. When analyzed in SimTraffic results improve to LOS C/B.

When compared, Synchro/SimTraffic simulation results indicate **movement LOS D** or better for all intersections (unless mentioned in bullet points above) throughout the project area except for the following movements:

- EBL Masonic Boulevard at Utica Road, which operates at LOS F when analyzed in SimTraffic.
- EBT Masonic Boulevard at Utica Road, which operates at LOS F when analyzed in SimTraffic.
- EBR Masonic Boulevard at Utica Road, which operates at LOS F when analyzed in SimTraffic.

- WBL Masonic Boulevard at Utica Road, which operates at LOS E when analyzed in SimTraffic.
- NBR Utica Road at Masonic Boulevard, which operates at LOS E when analyzed in SimTraffic.
- SBR Utica Road at Masonic Boulevard, which operates at LOS E when analyzed in SimTraffic.
- NBL Hayes Road at 14 Mile Road, which operates at LOS E when analyzed in SimTraffic.
- SBL Groesbeck Highway (M-97) at 14 Mile Road, which operates at LOS E when analyzed in SimTraffic.

Table 10. LOS Comparison Existing and Mitigated PM Peak

Node #	Location	Movement	Synchro Results				SimTraffic Results			
			Existing Condition		Future Mitigations		Existing Condition		Future Mitigations	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1281	Utica Road and Mulvey Road	EBL	45.3	D	45.6	D	53.1	D	46.4	D
		EBR					27.6	C	29.2	C
		NBL	2.9	A	2.9	A	11.2	B	16.3	B
		NBT	3.5	A	3.5	A	4.2	A	4.8	A
		NBR	0.9	A	1.0	A	3.2	A	3.1	A
		SBL	4.2	A	4.4	A	27.1	C	21.3	C
		SBT	5.5	A	5.7	A	5.8	A	6.4	A
		SBR	1.9	A	1.9	A	2.5	A	3.3	A
		SWL	51.0	D	51.1	D	47.8	D	46.9	D
		SWR	28.9	C	28.6	C	50.9	D	46.0	D
		Overall	6.9	A	6.9	A	7.7	A	7.9	A
1146	Utica Road and 14 Mile Road	EBL	25.1	C	31.0	C	49.9	D	45.6	D
		EBT	26.1	C	28.9	C	42.6	D	41.8	D
		EBR	20.9	C	22.8	C	17.6	B	13.2	B
		WBL	23.0	C	24.4	C	19.3	B	26.9	C
		WBT	15.9	B	20.0	B	23.9	C	28.3	C
		WBR	16.5	B	20.7	C	22.8	C	25.3	C
		NBL	30.8	C	30.1	C	29.2	C	34.1	C
		NBT	55.5	E	55.9	E	15.1	B	15.9	B
		NBR	55.0	D	55.5	E	11.0	B	11.3	B
		SBL	136.2	F	95.8	F	40.8	D	40.5	D
		SBT	56.7	E	54.7	E	22.3	C	22.2	C
		SBR	56.5	E	54.6	E	17.6	B	18.1	B
		Overall	47.7	D	45.9	D	24.9	C	25.8	C

Node #	Location	Movement	Synchro Results				SimTraffic Results			
			Existing Condition		Future Mitigations		Existing Condition		Future Mitigations	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
9022	Utica Road Admiral St*	NBL	10.3	B	10.4	B	53.8	F	11.0	B
		NBT	0.1	A	0.1	A	0.9	A	0.9	A
		SBT	65.8	F			115.5	F	22.3	C
		SBR					39.8	E	22.2	C
		EBL/R			76.2	F	44.2	E	22.6	C
		Overall	1.8	A	2.1	A	21.1	C	11.6	B
1158	Utica Road and Garfield Road	NBT	8.5	A	9.2	A	3.1	A	2.7	A
		SBT	26.0	C	26.7	C	10.7	B	6.1	A
		SWL	29.0	C	30.2	C	14.5	B	13.3	B
		Overall	18.4	B	19.1	B	7.8	A	5.6	A
1266	Utica Road and Masonic Boulevard	EBL	52.8	D	51.0	D	494.5	F	326.5	F
		EBT	53.6	D	51.0	D	66.9	E	175.7	F
		EBR					51.5	D	167.7	F
		WBL	43.8	D	41.9	D	57.5	E	58.9	E
		WBT	45.9	D	44.4	D	61.1	E	51.9	D
		WBR	91.6	F	85.9	F	79.3	E	62.7	E
		NBL					39.6	D	70.0	E
		NBT	52.7	D	72.5	E	50.9	D	73.4	E
		NBR					49.8	D	72.4	E
		SBL					65.5	E	52.6	D
		SBT	73.5	E	75.2	E	70.9	E	57.8	E
		SBR					73.5	E	55.6	E
		Overall	63.9	E	71.4	E	73.8	E	77.7	E
1004	Utica Road and Groesbeck Highway (M-97)	NBL+	0.0	A	0.0	A	0.0	A		
		NBT	56.2	E	59.8	E	42.9	D	42.6	D
		NBR	56.4	E	60.0	E	31.2	D	34.1	C
		SBL	67.9	E	69.2	E	174.1	F	232.2	F
		SBT	102.9	F	113.3	F	46.2	D	48.9	D
		SBR	104.5	F	114.9	F	53.6	D	53.3	D
		NEL	183.9	F	192.7	F	259.3	F	171.6	F
		NET	36.1	D	37.3	D	46.2	D	41.7	D
		NER	40.8	D	42.5	D	31.3	C	26.6	C
		SWL	56.6	E	59.2	E	105.0	F	77.6	E
		SWT	28.9	C	30.9	C	45.7	D	47.5	D

Node #	Location	Movement	Synchro Results				SimTraffic Results			
			Existing Condition		Future Mitigations		Existing Condition		Future Mitigations	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
		SWR	30.2	C	32.6	C	46.4	D	43.4	D
		Overall	64.2	E	68.5	E	68.5	E	58.2	E
1416	14 Mile Road and Hayes Road	EBL	20.3	C	20.8	C	20.5	C	23.6	C
		EBT	26.9	C	27.8	C	26.2	C	25.9	C
		EBR	27.0	C	27.9	C	15.9	B	16.1	B
		WBL	20.8	C	21.4	C	16.7	B	16.1	B
		WBT	26.1	C	27.0	C	14.1	B	14.6	B
		WBR	26.2	C	27.1	C	8.8	B	11.1	B
		NBL	31.8	C	31.5	C	65.7	E	64.9	E
		NBT	60.2	E	59.5	E	57.1	E	60.5	E
		NBR	27.5	C	27.0	C	33.2	C	34.1	C
		SBL	32.7	C	32.4	C	33.8	C	32.1	C
		SBT	52.1	D	51.5	D	37.8	D	38.2	D
		SBR	27.5	C	27.0	C	5.9	A	6.3	A
		Overall	38.8	D	38.8	D	34.0	C	34.9	C
1141	14 Mile Road and Garfield Road	EBL	13.2	B	13.4	B	26.6	C	28.7	C
		EBT	0.6	A	0.6	A	12.9	B	15.3	B
		EBR	0.5	A	0.6	A	6.8	A	9.1	A
		WBL	15.4	B	15.6	B	28.2	C	14.2	B
		WBT	19.3	B	19.8	B	11.6	B	12.8	B
		WBR	12.8	B	13.0	B	3.8	A	3.9	A
		NBL	42.0	D	41.7	D	36.3	D	31.7	C
		NBT	54.8	D	54.7	D	46.1	D	40.3	D
		NBR	55.4	E	55.2	E	4.6	A	12.7	B
		SBL	78.6	E	83.8	F	42.4	D	49.5	D
		SBT	38.3	D	38.1	D	28.7	C	28.0	C
		SBR	33.2	C	33.0	C	6.1	A	5.6	A
		Overall	28.8	C	29.2	C	21.4	C	22.1	C
1005	14 Mile Road and Groesbeck Highway (M-97)	EBL	40.5	D	42.3	D	49.9	D	49.0	D
		EBT	81.6	F	87.4	F	50.3	D	59.1	E
		EBR	18.7	B	19.7	B	13.9	B	18.2	B
		WBL	46.7	D	47.2	D	49.5	D	49.2	D
		WBT	57.6	E	58.3	E	46.5	D	47.0	D
		WBR	2.8	A	2.7	A	32.7	C	35.6	D
		NBL	45.4	D	50.1	D	36.2	D	38.9	D

Node #	Location	Movement	Synchro Results				SimTraffic Results			
			Existing Condition		Future Mitigations		Existing Condition		Future Mitigations	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
		NBT	9.3	A	9.5	A	22.8	C	32.7	C
		NBR					9.6	A	14.1	B
		SBL	44.2	D	39.4	D	59.3	E	57.2	E
		SBT	29.1	C	29.4	C	28.3	C	26.9	C
		SBR					10.4	B	11.0	B
		Overall	32.9	C	34.3	C	30.8	C	35.4	D
5001	Site Access 1 (14 Mile Road) *	EBT							2.3	A
		EBR							1.8	A
		WBT							1.5	A
		NBR			11.4	B			7.5	A
		Overall			0.2	A			2.0	A
5002	Site Access 2 (Utica Road) *	EBL			35.7	E			19.0	C
		EBR							7.8	B
		NBL			10.8	B			20.7	C
		NBT							5.1	A
		SBT							2.8	A
		SBR							2.0	A
		Overall			0.5	A			4.2	A

- **Notes: Delay is represented in seconds per vehicle, *= Unsignalized intersection**
- **+ NBL is a permissive movement that has 1 vehicle in the AM and zero vehicles in the PM. SimTraffic results are high due to low gaps however this movement would likely make it through on the yellow.**

6.0 Summary & Mitigation Measures

The purpose of this study is to determine the additional traffic associated with the proposed new Sheetz Gas Station and Convenience Store in the City of Fraser, Macomb County, Michigan. The project site is located at 32981 Utica Road; south of 14 Mile Road and west of Utica Road. The site will have two points of access, one along Utica Road and one along 14 Mile Road. It is projected that the proposed store will generate a total of 116 new vehicle trips in the AM peak hour and 92 new vehicle trips in the PM peak hour.

With mitigated signal timings, all study intersections are anticipated to operate at an acceptable LOS D (**overall intersection**) or better in the AM Peak. The intersections of Utica Road and Masonic Boulevard & Utica Road and Groesbeck Highway (M-97) operate at LOS E in Existing conditions and continue to operate at unacceptable LOS E under Future mitigated conditions as well. Traffic to/from the proposed site through these intersections is minimal and thus no mitigations are recommended. No geometric mitigations are proposed.

Appendix A – Traffic Counts

Hayes Rd and 14 Mile Rd
Fraser, Michigan
Tuesday, September 19, 2023

Time	Southbound Hayes Rd						Westbound 14 Mile Rd						Northbound Hayes Rd						Eastbound 14 Mile Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	4	116	9	0	*129*	0	1	58	3	0	*62*	0	13	45	25	0	*83*	0	0	58	10	0	*68*	**342**
7:15 AM	0	4	152	10	0	*166*	0	0	104	5	0	*109*	0	7	74	25	2	*106*	0	0	62	13	0	*75*	**456**
7:30 AM	0	7	165	12	0	*184*	0	1	108	11	0	*120*	0	19	105	18	0	*142*	0	0	61	15	0	*76*	**522**
7:45 AM	0	2	136	12	1	*150*	0	0	81	15	1	*96*	0	11	85	28	2	*124*	0	1	83	20	1	*104*	**474**
8:00 AM	0	5	154	13	0	*172*	0	2	70	7	0	*79*	0	12	82	17	0	*111*	0	0	62	11	0	*73*	**435**
8:15 AM	0	11	118	14	1	*143*	0	0	77	13	0	*90*	0	11	65	14	0	*90*	0	0	62	18	0	*80*	**403**
8:30 AM	0	2	132	17	0	*151*	0	0	84	10	0	*94*	0	17	107	10	0	*134*	0	0	68	17	0	*85*	**464**
8:45 AM	0	4	114	7	0	*125*	0	4	59	2	0	*65*	0	16	53	15	0	*84*	0	1	55	9	0	*65*	**339**
Approach Total	0	18	607	47	1	672	0	3	363	38	1	404	0	49	346	88	4	483	0	1	268	59	1	328	1887
PHF	0.91						0.84						0.85						0.79						
HV%	2						4						2						5						

Time	Southbound Hayes Rd						Westbound 14 Mile Rd						Northbound Hayes Rd						Eastbound 14 Mile Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	6	117	20	0	*143*	0	6	68	12	0	*86*	0	20	121	21	2	*162*	0	12	80	20	0	*112*	**503**
4:15 PM	0	2	111	19	0	*132*	0	8	82	6	0	*96*	0	22	139	17	0	*178*	0	18	102	18	0	*138*	**544**
4:30 PM	0	10	119	13	1	*142*	0	5	70	11	0	*86*	0	21	127	19	2	*167*	0	24	120	30	0	*174*	**569**
4:45 PM	0	7	111	18	0	*136*	0	11	68	13	1	*92*	0	25	142	18	1	*185*	0	18	103	19	0	*140*	**553**
5:00 PM	1	12	116	19	0	*148*	0	10	83	12	3	*105*	0	19	119	32	1	*170*	0	20	96	23	0	*139*	**562**
5:15 PM	0	5	105	16	1	*126*	0	9	103	16	2	*128*	0	25	130	30	0	*185*	0	18	123	29	1	*170*	**609**
5:30 PM	0	8	121	17	0	*146*	0	13	73	12	1	*98*	0	15	133	23	1	*171*	0	22	97	24	0	*143*	**558**
5:45 PM	0	8	107	14	0	*129*	0	11	104	11	0	*126*	0	34	126	34	0	*194*	0	18	104	18	1	*140*	**589**
Approach Total	1	32	453	70	1	556	0	43	327	53	7	423	0	84	524	103	3	711	0	78	419	95	1	592	2282
PHF	0.94						0.83						0.96						0.87						
HV%	2						2						1						1						

Utica Rd and 14 Mile Rd
Fraser, Michigan
Tuesday, September 12, 2023

Time	Southbound Utica Rd						Westbound 14 Mile Rd						Northbound Utica Rd						Eastbound 14 Mile Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	1	38	206	9	0	*254*	0	13	76	29	0	*118*	0	3	101	2	0	*106*	0	11	87	13	0	*111*	**589**
7:15 AM	1	26	265	21	0	*313*	0	11	84	36	0	*131*	0	12	157	4	0	*173*	0	28	94	17	1	*139*	**756**
7:30 AM	1	34	240	43	0	*318*	0	9	108	48	0	*165*	0	16	154	6	0	*176*	0	19	84	13	0	*116*	**775**
7:45 AM	0	60	201	38	0	*299*	0	13	110	48	0	*171*	0	26	179	1	0	*206*	0	36	92	16	0	*144*	**820**
8:00 AM	1	46	192	17	0	*256*	0	20	83	47	1	*150*	0	13	169	0	0	*182*	0	28	68	16	0	*112*	**700**
8:15 AM	0	46	230	18	1	*294*	0	14	57	34	0	*105*	0	13	175	7	0	*195*	0	16	60	28	1	*104*	**698**
8:30 AM	0	37	199	12	0	*248*	0	14	92	52	1	*158*	0	15	171	9	1	*195*	0	25	62	12	1	*99*	**700**
8:45 AM	0	26	226	12	0	*264*	0	11	41	32	0	*84*	0	18	178	8	0	*204*	0	8	52	19	0	*79*	**631**
Approach Total	3	166	898	119	0	1186	0	53	385	179	1	617	0	67	659	11	0	737	0	111	338	62	1	511	3051
PHF	0.93						0.9						0.89						0.89						
HV%	2						5						4						3						

Time	Southbound Utica Rd						Westbound 14 Mile Rd						Northbound Utica Rd						Eastbound 14 Mile Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	55	162	20	0	*237*	0	14	110	55	0	*179*	0	19	201	6	0	*226*	0	41	115	12	0	*168*	**810**
4:15 PM	2	46	212	18	0	*278*	0	2	80	64	0	*146*	0	15	246	7	0	*268*	0	35	97	7	0	*139*	**831**
4:30 PM	1	42	171	11	0	*225*	0	9	95	80	1	*184*	0	14	215	11	0	*240*	0	36	111	20	0	*167*	**816**
4:45 PM	3	56	235	21	2	*315*	0	6	87	63	1	*156*	0	13	251	6	1	*270*	0	26	61	20	0	*107*	**848**
5:00 PM	2	52	215	18	1	*287*	0	13	94	68	1	*175*	0	10	199	12	0	*221*	0	35	104	14	0	*153*	**836**
5:15 PM	1	54	228	24	0	*307*	0	7	88	73	0	*168*	0	22	243	10	0	*275*	0	36	99	11	0	*146*	**896**
5:30 PM	0	62	180	23	0	*265*	0	13	89	83	0	*185*	0	18	212	8	2	*238*	0	43	103	8	0	*154*	**842**
5:45 PM	0	55	201	27	2	*283*	0	13	90	53	1	*156*	0	27	255	11	1	*293*	0	34	83	14	0	*131*	**863**
Approach Total	6	224	858	86	3	1174	0	39	358	287	2	684	0	63	905	36	3	1004	0	140	367	53	0	560	3422
PHF	0.93						0.92						0.91						0.91						
HV%	2						2						1						2						

Garfield Rd and 14 Mile Rd
Fraser, Michigan
Tuesday, September 12, 2023

Time	Southbound Garfield Rd						Westbound 14 Mile Rd						Northbound Garfield Rd						Eastbound 14 Mile Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	22	62	29	0	*113*	0	4	79	58	0	*141*	0	0	105	2	0	*107*	0	42	69	3	0	*114*	**475**
7:15 AM	0	48	83	52	0	*183*	0	1	91	81	0	*173*	0	0	91	5	0	*96*	0	52	73	0	0	*125*	**577**
7:30 AM	0	54	92	43	1	*189*	1	1	109	49	1	*160*	0	2	77	7	0	*86*	0	31	98	2	0	*131*	**566**
7:45 AM	0	84	70	45	0	*199*	0	5	122	45	0	*172*	0	4	65	4	0	*73*	0	31	113	7	0	*151*	**595**
8:00 AM	0	53	70	32	0	*155*	0	5	108	28	1	*141*	0	1	60	8	0	*69*	0	12	94	4	0	*110*	**475**
8:15 AM	0	37	71	20	0	*128*	0	3	103	27	0	*133*	0	2	65	4	0	*71*	0	18	107	2	1	*127*	**459**
8:30 AM	0	25	55	22	0	*102*	0	5	118	30	0	*153*	0	3	57	3	2	*63*	0	14	86	6	0	*106*	**424**
8:45 AM	0	38	54	12	0	*104*	0	4	70	26	0	*100*	0	3	63	4	0	*70*	0	18	57	4	0	*79*	**353**
Approach Total	0	239	315	172	1	726	1	12	430	203	2	646	0	7	293	24	0	324	0	126	378	13	0	517	2213
PHF	0.91						0.93						0.84						0.86						
HV%	4						4						5						3						

Time	Southbound Garfield Rd						Westbound 14 Mile Rd						Northbound Garfield Rd						Eastbound 14 Mile Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	53	62	44	0	*159*	1	3	122	55	0	*181*	0	8	71	6	2	*85*	0	31	152	8	0	*191*	**616**
4:15 PM	0	54	69	31	0	*154*	0	1	115	46	0	*162*	0	3	83	8	0	*94*	0	18	126	2	0	*146*	**556**
4:30 PM	0	42	48	25	0	*115*	0	6	146	49	1	*201*	0	2	82	14	0	*98*	0	42	117	7	1	*166*	**580**
4:45 PM	0	55	83	22	0	*160*	0	3	138	47	0	*188*	0	3	82	10	1	*95*	0	20	100	6	0	*126*	**569**
5:00 PM	0	56	63	32	1	*151*	0	1	123	49	2	*173*	0	5	78	12	0	*95*	0	34	139	0	0	*173*	**592**
5:15 PM	0	59	70	33	0	*162*	0	3	134	68	0	*205*	0	8	94	16	1	*118*	0	39	124	4	0	*167*	**652**
5:30 PM	0	60	60	33	0	*153*	0	1	143	46	0	*190*	0	3	88	18	0	*109*	0	25	146	6	0	*177*	**629**
5:45 PM	0	59	70	55	0	*184*	0	5	115	41	0	*161*	0	4	66	8	0	*78*	0	25	109	3	0	*137*	**560**
Approach Total	0	230	276	120	1	626	0	8	538	210	2	756	0	19	342	56	2	417	0	118	509	16	0	643	2442
PHF	0.97						0.92						0.88						0.91						
HV%	2						2						2						3						

Groesbeck Hwy and 14 Mile Rd
Fraser, Michigan
Tuesday, September 12, 2023

Time	Southbound Groesbeck Hwy						Westbound 14 Mile Rd						Northbound Groesbeck Hwy						Eastbound 14 Mile Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	3	322	33	0	*358*	0	41	112	16	0	*169*	1	32	153	14	0	*200*	0	20	56	17	0	*93*	**820**
7:15 AM	0	2	367	17	0	*386*	0	46	101	11	0	*158*	0	45	188	14	0	*247*	0	41	77	31	0	*149*	**940**
7:30 AM	1	4	371	26	0	*402*	0	60	110	18	0	*188*	2	33	211	13	0	*259*	0	41	83	49	0	*173*	**1022**
7:45 AM	0	2	339	24	0	*365*	0	50	92	30	0	*172*	0	43	268	22	1	*333*	1	45	115	58	0	*219*	**1089**
8:00 AM	0	1	332	31	0	*364*	0	53	82	22	0	*157*	0	45	215	13	0	*273*	0	38	84	33	0	*155*	**949**
8:15 AM	0	1	313	31	0	*345*	0	37	82	19	0	*138*	0	32	217	19	1	*268*	0	34	87	39	0	*160*	**911**
8:30 AM	0	5	295	26	0	*326*	0	32	80	8	0	*120*	0	35	223	17	0	*275*	0	33	81	42	0	*156*	**877**
8:45 AM	0	3	226	23	0	*252*	0	32	70	16	0	*118*	0	17	166	11	0	*194*	0	25	63	30	0	*118*	**682**
Approach Total	1	9	1409	98	0	1517	0	209	385	81	0	675	2	166	882	62	1	1112	1	165	359	171	0	696	4000
PHF	0.94						0.9						0.83						0.79						
HV%	6						5						6						5						

Time	Southbound Groesbeck Hwy						Westbound 14 Mile Rd						Northbound Groesbeck Hwy						Eastbound 14 Mile Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	10	257	42	1	*309*	0	23	77	30	0	*130*	0	54	367	52	0	*473*	0	40	136	41	0	*217*	**1129**
4:15 PM	0	9	237	38	0	*284*	0	23	92	16	0	*131*	0	48	303	52	2	*403*	0	40	151	30	2	*221*	**1039**
4:30 PM	0	13	258	36	0	*307*	0	23	85	21	0	*129*	0	58	351	53	0	*462*	0	34	108	54	0	*196*	**1094**
4:45 PM	0	13	272	35	0	*320*	0	22	108	18	0	*148*	0	57	336	51	0	*444*	0	28	140	31	0	*199*	**1111**
5:00 PM	0	27	252	36	0	*315*	2	13	78	10	0	*103*	0	44	316	51	0	*411*	0	17	128	39	0	*184*	**1013**
5:15 PM	0	15	253	38	0	*306*	1	13	119	13	0	*146*	0	55	351	67	0	*473*	0	25	164	32	0	*221*	**1146**
5:30 PM	0	24	285	48	0	*357*	0	16	89	23	0	*128*	0	67	319	43	0	*429*	0	18	134	36	0	*188*	**1102**
5:45 PM	0	26	205	29	1	*260*	0	19	98	10	0	*127*	0	38	286	47	0	*371*	0	43	153	36	1	*232*	**990**
Approach Total	0	79	1062	157	0	1298	3	64	394	64	0	525	0	223	1322	212	0	1757	0	88	566	138	0	792	4372
PHF	0.91						0.89						0.93						0.9						
HV%	3						3						3						3						

Utica Rd and Mulvey Rd
Fraser, Michigan
Tuesday, September 12, 2023

Time	Southbound Utica Rd						Westbound Mulvey Rd						Northbound Utica Rd						Eastbound Mulvey Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	4	250	6	0	*260*	0	4	1	3	0	*8*	0	2	161	2	0	*165*	0	7	7	10	0	*24*	**457**
7:15 AM	0	5	266	2	0	*273*	0	42	6	4	1	*52*	0	1	205	2	0	*208*	0	6	6	11	0	*23*	**556**
7:30 AM	0	2	315	4	0	*321*	0	18	3	3	0	*24*	0	0	255	3	0	*258*	0	7	1	12	0	*20*	**623**
7:45 AM	0	1	264	10	0	*275*	0	7	6	5	1	*18*	0	2	248	5	0	*255*	0	5	5	8	0	*18*	**566**
8:00 AM	0	3	264	3	0	*270*	0	5	6	5	1	*16*	0	2	245	3	0	*250*	0	8	4	4	0	*16*	**552**
8:15 AM	0	0	264	3	0	*267*	0	4	5	2	1	*11*	0	3	217	3	0	*223*	0	12	3	10	0	*25*	**526**
8:30 AM	0	1	242	5	0	*248*	0	4	3	7	0	*14*	0	2	261	6	0	*269*	0	11	2	7	0	*20*	**551**
8:45 AM	0	0	238	5	0	*243*	0	4	0	5	0	*9*	0	0	197	4	0	*201*	0	14	1	0	0	*15*	**468**
Approach Total	0	11	1109	19	0	1139	0	72	21	17	3	110	0	5	953	13	0	971	0	26	16	35	0	77	2297
PHF	0.89						0.53						0.94						0.84						
HV%	2						2						4						2						

Time	Southbound Utica Rd						Westbound Mulvey Rd						Northbound Utica Rd						Eastbound Mulvey Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	4	256	16	0	*276*	0	3	4	6	0	*13*	0	5	329	11	0	*345*	0	15	5	3	0	*23*	**657**
4:15 PM	0	1	260	9	0	*270*	0	3	3	0	0	*6*	0	4	342	9	0	*355*	0	13	5	4	0	*22*	**653**
4:30 PM	0	2	257	16	0	*275*	0	1	6	6	2	*13*	0	5	339	5	0	*349*	0	11	11	2	2	*24*	**661**
4:45 PM	0	1	305	12	0	*318*	0	4	6	5	1	*15*	0	7	348	4	0	*359*	0	18	2	6	0	*26*	**718**
5:00 PM	0	3	291	13	0	*307*	0	6	8	6	0	*20*	0	5	329	7	0	*341*	0	15	3	6	0	*24*	**692**
5:15 PM	0	2	298	10	0	*310*	0	10	5	5	0	*20*	0	3	353	11	0	*367*	0	16	7	5	0	*28*	**725**
5:30 PM	0	6	279	18	0	*303*	0	10	4	10	1	*24*	0	3	376	12	0	*391*	0	15	9	1	0	*25*	**743**
5:45 PM	0	2	271	20	0	*293*	0	6	4	8	0	*18*	0	8	332	6	0	*346*	0	15	9	5	0	*29*	**686**
Approach Total	0	12	1173	53	0	1238	0	30	23	26	2	79	0	18	1406	34	0	1458	0	64	21	18	0	103	2878
PHF	0.97						0.82						0.93						0.92						
HV%	2						0						1						0						

Utica Rd and Admiral St
Fraser, Michigan
Tuesday, September 19, 2023

Time	Southbound Utica Rd						Westbound n/a						Northbound Utica Rd						Eastbound Admiral St						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	0	266	1	0	*267*	0	0	0	0	0	*0*	0	0	104	0	0	*104*	0	11	0	1	0	*12*	**383**
7:15 AM	0	0	268	4	0	*272*	0	0	0	0	0	*0*	0	2	124	0	1	*126*	0	5	0	0	0	*5*	**403**
7:30 AM	0	0	234	8	0	*242*	0	0	0	0	0	*0*	0	1	175	0	0	*176*	0	7	0	0	0	*7*	**425**
7:45 AM	0	0	211	7	0	*218*	0	0	0	0	0	*0*	0	3	205	0	1	*208*	0	8	0	0	0	*8*	**434**
8:00 AM	0	0	182	18	0	*200*	0	0	0	0	0	*0*	0	4	143	0	0	*147*	0	8	0	1	0	*9*	**356**
8:15 AM	0	0	231	21	0	*252*	0	0	0	0	0	*0*	4	7	147	0	1	*158*	0	10	0	7	0	*17*	**427**
8:30 AM	0	0	217	7	0	*224*	0	0	0	0	0	*0*	0	1	172	0	0	*173*	0	18	0	5	0	*23*	**420**
8:45 AM	0	0	230	3	0	*233*	0	0	0	0	0	*0*	0	1	172	0	0	*173*	0	5	0	1	1	*6*	**412**
Approach Total	0	0	895	37	0	932	0	0	0	0	0	0	0	10	647	0	2	657	0	28	0	1	0	29	1618
PHF	0.86						#DIV/0!						0.79						0.81						
HV%	4						#DIV/0!						6						0						

Time	Southbound Utica Rd						Westbound n/a						Northbound Utica Rd						Eastbound Admiral St						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	212	4	0	*216*	0	0	0	0	0	*0*	1	2	282	0	0	*285*	0	5	0	0	1	*5*	**506**
4:15 PM	0	0	182	7	0	*189*	0	0	0	0	0	*0*	0	0	228	0	0	*228*	0	11	0	0	1	*11*	**428**
4:30 PM	0	0	211	2	0	*213*	0	0	0	0	0	*0*	1	3	247	0	0	*251*	0	14	0	1	1	*15*	**479**
4:45 PM	0	0	199	3	0	*202*	0	0	0	0	0	*0*	0	2	249	0	0	*251*	0	9	0	0	0	*9*	**462**
5:00 PM	0	0	223	8	0	*231*	0	0	0	0	0	*0*	0	1	275	0	0	*276*	0	14	0	1	0	*15*	**522**
5:15 PM	0	0	196	6	0	*202*	0	0	0	0	0	*0*	0	0	244	0	0	*244*	0	8	0	1	0	*9*	**455**
5:30 PM	0	0	224	4	0	*228*	0	0	0	0	0	*0*	1	0	262	0	0	*263*	0	2	0	0	0	*2*	**493**
5:45 PM	0	0	178	4	0	*182*	0	0	0	0	0	*0*	0	0	232	0	0	*232*	0	8	0	0	0	*8*	**422**
Approach Total	0	0	842	21	0	863	0	0	0	0	0	0	1	3	1030	0	0	1034	0	33	0	2	0	35	1932
PHF	0.93						#DIV/0!						0.94						0.58						
HV%	3						#DIV/0!						1						0						

Utica Rd and Garfield Rd
Fraser, Michigan
Tuesday, September 19, 2023

Time	Southbound Utica Rd						Westbound Garfield Rd						Northbound Utica Rd						Eastbound n/a						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	0	202	0	0	*202*	0	65	0	0	0	*65*	5	0	105	91	0	*201*	0	0	0	0	0	*0*	**468**
7:15 AM	0	0	313	0	0	*313*	0	69	0	0	0	*69*	1	0	169	90	0	*260*	0	0	0	0	0	*0*	**642**
7:30 AM	0	0	265	0	0	*265*	0	90	0	0	0	*90*	0	0	177	74	0	*251*	0	0	0	0	0	*0*	**606**
7:45 AM	0	0	224	0	0	*224*	0	57	0	0	0	*57*	0	0	196	80	0	*276*	0	0	0	0	0	*0*	**557**
8:00 AM	0	0	198	0	0	*198*	0	77	0	0	0	*77*	0	0	164	70	0	*234*	0	0	0	0	0	*0*	**509**
8:15 AM	0	0	234	0	1	*234*	0	62	0	0	1	*62*	0	0	179	79	0	*258*	0	0	0	0	0	*0*	**554**
8:30 AM	0	0	237	0	0	*237*	0	62	0	1	0	*63*	0	0	181	62	0	*243*	0	0	0	0	0	*0*	**543**
8:45 AM	0	0	252	0	0	*252*	0	47	0	0	1	*47*	2	0	210	75	0	*287*	0	0	0	0	0	*0*	**586**
Approach Total	0	0	1000	0	0	1000	0	293	0	0	0	293	1	0	706	314	0	1021	0	0	0	0	0	0	2314
PHF	0.8						0.81						0.92						#DIV/0!						
HV%	3						4						4						#DIV/0!						

Time	Southbound Utica Rd						Westbound Garfield Rd						Northbound Utica Rd						Eastbound n/a						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	215	0	0	*215*	0	58	0	3	0	*61*	1	0	279	94	0	*374*	0	0	0	0	0	*0*	**650**
4:15 PM	0	0	184	0	0	*184*	0	67	0	1	1	*68*	0	0	222	89	0	*311*	0	0	0	0	0	*0*	**563**
4:30 PM	0	0	212	0	0	*212*	0	74	0	2	0	*76*	1	0	247	103	0	*351*	0	0	0	0	0	*0*	**639**
4:45 PM	0	0	200	0	0	*200*	0	73	0	1	0	*74*	0	0	248	77	0	*325*	0	0	0	0	0	*0*	**599**
5:00 PM	0	0	221	0	0	*221*	0	72	0	1	0	*73*	0	0	267	104	0	*371*	0	0	0	0	0	*0*	**665**
5:15 PM	0	0	199	0	0	*199*	0	94	0	0	0	*94*	1	0	243	111	0	*355*	0	0	0	0	0	*0*	**648**
5:30 PM	0	0	221	0	0	*221*	0	67	0	0	3	*67*	2	0	264	117	0	*383*	0	0	0	0	0	*0*	**671**
5:45 PM	0	0	182	0	0	*182*	0	64	0	2	0	*66*	1	0	212	97	0	*310*	0	0	0	0	0	*0*	**558**
Approach Total	0	0	841	0	0	841	0	306	0	2	3	308	3	0	1022	409	0	1434	0	0	0	0	0	0	2583
PHF	0.95						0.82						0.94						#DIV/0!						
HV%	3						3						1						#DIV/0!						

Utica Rd and Masonic Rd
Fraser, Michigan
Tuesday, September 12, 2023

Time	Southbound Utica Rd						Westbound Masonic Rd						Northbound Utica Rd						Eastbound Masonic Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	15	261	5	0	*281*	0	3	6	24	0	*33*	1	2	181	0	0	*184*	0	18	11	6	0	*35*	**533**
7:15 AM	0	27	323	2	0	*352*	0	2	15	35	0	*52*	0	6	198	0	0	*204*	0	15	8	6	0	*29*	**637**
7:30 AM	0	24	328	8	0	*360*	0	0	12	34	0	*46*	0	5	221	4	0	*230*	0	20	21	5	1	*46*	**682**
7:45 AM	0	31	246	6	0	*283*	0	6	18	31	0	*55*	0	17	200	4	0	*221*	0	17	26	9	1	*52*	**611**
8:00 AM	1	31	242	6	0	*280*	0	4	30	25	0	*59*	0	20	201	1	0	*222*	0	11	28	20	0	*59*	**620**
8:15 AM	0	40	226	12	1	*278*	0	6	49	21	1	*76*	0	29	197	0	0	*226*	0	14	32	23	0	*69*	**649**
8:30 AM	0	36	269	3	0	*308*	0	1	19	27	0	*47*	0	20	202	1	0	*223*	0	10	30	22	0	*62*	**640**
8:45 AM	0	30	244	4	1	*278*	0	7	19	45	1	*71*	0	3	197	4	0	*204*	0	20	31	6	0	*57*	**610**
Approach Total	1	113	1139	22	0	1275	0	12	75	125	0	212	0	48	820	9	0	877	0	63	83	40	2	186	2550
PHF	0.89						0.9						0.95						0.79						
HV%	3						3						3						4						

Time	Southbound Utica Rd						Westbound Masonic Rd						Northbound Utica Rd						Eastbound Masonic Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	19	225	5	0	*249*	0	7	39	54	1	*100*	0	8	301	2	0	*311*	0	18	29	5	1	*52*	**712**
4:15 PM	0	35	231	5	0	*271*	0	3	27	60	0	*90*	3	3	258	5	0	*269*	0	15	32	5	3	*52*	**682**
4:30 PM	1	29	216	3	0	*249*	0	4	34	55	0	*93*	3	3	298	2	0	*306*	0	12	23	5	0	*40*	**688**
4:45 PM	1	33	230	1	0	*265*	0	6	31	57	0	*94*	1	6	260	0	0	*267*	0	15	38	6	0	*59*	**685**
5:00 PM	0	40	210	8	0	*258*	0	7	26	61	0	*94*	1	4	290	4	0	*299*	0	17	10	5	0	*32*	**683**
5:15 PM	0	31	265	10	0	*306*	0	3	14	59	0	*76*	0	6	260	3	0	*269*	0	25	45	8	0	*78*	**729**
5:30 PM	0	22	236	4	0	*262*	0	0	23	61	2	*84*	1	7	291	0	0	*299*	0	22	24	10	0	*56*	**701**
5:45 PM	1	31	247	10	0	*289*	0	2	28	54	1	*84*	3	4	252	4	0	*263*	0	12	29	6	0	*47*	**683**
Approach Total	1	126	941	23	0	1091	0	16	94	238	2	348	3	23	1101	7	0	1134	0	79	117	29	0	225	2798
PHF	0.89						0.93						0.95						0.72						
HV%	2						2						1						1						

Utica Rd and Groesbeck Hwy
Fraser, Michigan
Tuesday, September 12, 2023

Time	Southbound Utica Rd						Westbound Groesbeck Hwy						Northbound Utica Rd						Eastbound Groesbeck Hwy						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	1	0	123	131	0	*255*	1	21	351	3	0	*376*	0	0	122	31	0	*153*	0	68	204	2	0	*274*	**1058**
7:15 AM	0	0	143	126	0	*269*	0	22	420	1	0	*443*	0	1	129	27	0	*157*	0	76	221	3	0	*300*	**1169**
7:30 AM	0	2	146	134	0	*282*	0	22	435	1	0	*458*	0	1	154	20	0	*175*	0	76	246	1	0	*323*	**1238**
7:45 AM	0	0	144	137	0	*281*	0	22	437	4	0	*463*	0	0	136	40	0	*176*	0	70	310	7	1	*387*	**1307**
8:00 AM	0	4	134	102	0	*240*	1	29	362	5	0	*397*	0	0	153	27	0	*180*	0	86	278	1	0	*365*	**1182**
8:15 AM	0	2	125	102	0	*229*	0	18	332	7	0	*357*	0	1	152	24	0	*177*	0	79	274	6	0	*359*	**1122**
8:30 AM	0	1	144	134	0	*279*	0	26	335	5	0	*366*	0	0	140	26	0	*166*	0	77	257	5	1	*339*	**1150**
8:45 AM	0	2	137	99	1	*238*	0	25	255	2	2	*282*	0	0	110	23	1	*133*	0	73	179	5	0	*257*	**910**
Approach Total	0	6	567	499	0	1072	1	95	1654	11	0	1761	0	2	572	114	0	688	0	308	1055	12	1	1375	4896
PHF	0.95						0.95						0.96						0.89						
HV%	3						5						1						6						

Time	Southbound Utica Rd						Westbound Groesbeck Hwy						Northbound Utica Rd						Eastbound Groesbeck Hwy						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	2	134	100	1	*236*	0	39	289	7	0	*335*	0	1	129	50	0	*180*	0	101	478	3	0	*582*	**1333**
4:15 PM	0	5	126	107	2	*238*	0	37	244	6	0	*287*	0	0	160	50	0	*210*	0	135	435	7	0	*577*	**1312**
4:30 PM	0	4	130	59	0	*193*	0	37	272	4	0	*313*	0	1	151	30	0	*182*	0	122	469	4	0	*595*	**1283**
4:45 PM	0	7	137	91	0	*235*	0	39	264	2	1	*305*	0	0	139	26	0	*165*	0	115	428	4	0	*547*	**1252**
5:00 PM	0	3	138	83	0	*224*	0	41	275	5	0	*321*	0	0	142	28	0	*170*	0	110	450	4	0	*564*	**1279**
5:15 PM	0	6	157	85	2	*248*	0	37	237	4	0	*278*	0	0	174	36	0	*210*	0	142	490	4	0	*636*	**1372**
5:30 PM	0	1	144	69	0	*214*	0	37	299	2	0	*338*	0	0	144	36	0	*180*	0	108	413	3	0	*524*	**1256**
5:45 PM	0	2	148	91	2	*241*	0	46	228	3	1	*277*	0	0	141	33	1	*174*	0	120	357	14	0	*491*	**1183**
Approach Total	0	17	576	328	2	921	0	154	1075	13	1	1242	0	0	599	126	0	725	0	475	1781	15	0	2271	5159
PHF	0.93						0.92						0.86						0.89						
HV%	2						4						2						3						

Appendix B – Traffic Signal Permits

Intersection name: 14 Mile Road at Garfield Road **Number:** 141

Date this document was created: 03/12/2019 **Engineer:** M. Al-Akash

Cabinet Type | Load Switch Capacity:

TS2 | 16

Load Switch | Associated Phase | Conflict Flash:

1.	NB Garfield LEFT GA	φ	1	○
2.	SB Garfield	φ	2	●
3.	EB 14 Mile LT GA, SB Garfield RT GA, YA	φ	3	○
4.	WB 14 Mile Road	φ	4	●
5.	SB Garfield LT GA, WB 14 Mile RT GA,YA	φ	5	○
6.	NB Garfield	φ	6	●
7.	WB 14 Mile Road LEFT GA	φ	7	○
8.	EB 14 Mile Road	φ	8	●
9.	SB Garfield PEDS	W	2	○
10.	WB 14 Mile PEDS	W	4	○
11.	NB Garfield PEDS	W	6	○
12.	EB 14 Mile PEDS	W	8	○
13.	NB Garfield LEFT FYA, YA, RA	FYA-	1	●
14.	EB 14 Mile Road LEFT FYA, YA, RA	FYA-	3	●
15.	SB Garfield LEFT FYA, YA, RA	FYA-	5	●
16.	WB 14 Mile LEFT FYA, YA, RA	FYA-	7	●
17.				○
18.				○
19.				○
20.				○
21.				○
22.				○
23.				○
24.				○
25.				○
26.				○
27.				○
28.				○

Vehicle Detection Assignments (controller):

1.	φ2 - SBR	21.	
2.	φ2 - SBT	22.	
3.	φ5 - SBL	23.	
4.	φ4 - WBR	24.	
5.	φ6 - NBT	25.	
6.	φ1 - NBL	26.	
7.	φ8 - EBT	27.	
8.	φ3 - EBL	28.	
9.		29.	
10.		30.	
11.	φ4 - WBT	31.	
12.	φ7 - WBL	32.	
13.		33.	
14.		34.	
15.		35.	
16.		36.	
17.		37.	
18.		38.	
19.		39.	
20.		40.	

Intersection Status Screen Recalls:

PH	1	2	3	4	5	6	7	8
VEH	☐	☐	☐	☐	☐	☐	☐	☐
PED	☐	☐	☐	☐	☐	☐	☐	☐

Notes: PH4 & PH8 Soft Recalls

Please put any applicable comments on back of this sheet. Deviations from this cover sheet may occur during construction events or with malfunctioning infrastructure. Please contact the TOC with questions.

Pedestrian Detection Assignments (controller):

1.		**Notes:**
2.	W2	
3.		
4.	W4	
5.		
6.	W6	
7.		
8.	W8	

Scheduled Flash:

to N/A

to N/A

S	M	T	W	Th	F	S
☐	☐	☐	☐	☐	☐	☐

Weekday time: _____

Weekend time: _____

14 Mile Road at Garfield

Phase Timing

09/13/2023 12:37:48 PM

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	3	6	3	12	3	6	3	12	0	0	0	0	0	0	0	0
Veh Ext	1.0	3.0	1.0	3.0	1.0	3.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green 1	12	30	12	45	12	30	12	45	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	4.0	3.6	3.6	4.0	4.0	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clr	2.5	2.5	2.4	2.4	2.5	2.5	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv Flash	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bike MG	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
Ped Clr	0	20	0	23	0	21	0	18	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
Sol DW	0.0	3.0	0.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Early Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added	0.0	0.0	0.0	0.0	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 Initial	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
Reduce After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTReduce	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
CS Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Neg Ped	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AP Disc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Return Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Phase Options

09/13/2023 12:37:48 PM

Phases	1-8								9-16							
Min Recalls																
Max Recalls																
Ped Recalls																
Soft Recall				4				8								
Dual Entry		2		4		6		8								
Red Rest																
Walk Rest																
Walk Expand																
Ped Recycle																
Sim Ped Term																
PC Thru Clr		2		4		6		8								
Guar Passage																
No Simult Gap	1		3		5		7									
Yel Lock																
Red Lock																
PhaseNext Lock																
No Term Call	1	2	3	4	5	6	7	8								
Cond Serv																
CS Enable																
Cond Reserve																
Reserve																
Veh Omit																
Ped Omit																
Perm Phase																
Protect Calls																
Protect Calls 2																
Flash Entry		2				6										
Flash Exit				4				8								
Flash Exit Yel																
Flash Exit Red																
Ped Scramble																
No Min Yel																
No Min Red Rev																
Max Scramble Walk																
Flash Yellow		2				6										
Flash FYA																
CNA 1																
CNA 2																

14 Mile Road at Garfield

Phase Startup Options

09/13/2023 12:37:48 PM

Startup Flash	5	Mode	Yel->Red
Startup All Red	4	Yellow	0.0

Phases	1-8							9-16							
Startup Phases				4			8								
Startup Yellow															
Startup Red															
Startup No Walk															
Startup Next															
Startup Yel Fls															
Startup FYA															
No Veh Call															
No Ped Call															

Phase Startup Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unit

Red Revert	4.0	Ped Protect	No	AdvFls in Flash	No

14 Mile Road at Garfield

Ring Sequence / Conflicting Phases

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Ringgroup 1

Ring 1	2	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0
Ring 2	6	5	8	7	0	0	0	0	0	0	0	0	0	0	0	0

Ringgroup 2

Custom Sequences

Seq 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Conflicting Phases

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

14 Mile Road at Garfield

MCE Options

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Phases	1-8								9-16							
MCE Ped Protect		2		4		6		8								
MCE Veh Call	1	2			5	6										
MCE Ped Call																
MCE Veh Omit																
MCE Ped Omit																
MCE Veh Sync		2		4		6		8								
MCE Ped Sync		2		4		6		8								
MCE Halt Don't Walk																

LRV Phases	1-8							
MCE LRV Term Early								

14 Mile Road at Garfield

FYA/FRA

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FYA	1	2	3	4	5	6	7	8
Prot Phs	1	0	3	0	5	0	7	0
Opp Thru	2	0	4	0	6	0	8	0
Start Phs	6	0	8	0	2	0	4	0
Opp Ped	2	0	4	0	6	0	8	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Skip Prot Red	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Head Mode	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1

Ped Hawk 1

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 2

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 3

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 4

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

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Overlap 3

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Min Green	3.0	Trail Green	0.0	Trail Green 2	0.0	Delay Green	0.0		
Yellow	0.0	Red	0.0	Red Revert	0.0				
Walk	0	Ped Clearance	0	Solid DW	0.0	Early Wlk	0.0	Delay Wlk	0.0

Phases	1-8	9-16
Parents	3	
Negative Green		
Start Next		
Trail Enable		
Trail Ena Next		
Trail Ena 2		
Trail Next 2		
Delay Enable		
Negative Veh		
Negative Ped		
Negative Olap		
Walk Rest		
Walk Thru		
Walk Halt		
Ped Recycle		
Overlap Start		
Overlap Ped Start		
Phase Calls		

Pmt Green	0	Walk	0	Ped Clr	0
PP Phase	0	PP Delay	0.0		
Min FR	0.0	FR Hold	0.0	FR Delay	0.0
LRV Start Enable					
LRV Enable					

Phases	1-8	9-16
Perm Phases		
Prot Phases		
FR Ena Phases		
FR Grn Phases		
FR Ped Conf		
FR OLPed Conf		

Overlap 5

Min Green	3.0	Trail Green	0.0	Trail Green 2	0.0	Delay Green	0.0		
Yellow	0.0	Red	0.0	Red Revert	0.0				
Walk	0	Ped Clearance	0	Solid DW	0.0	Early Wlk	0.0	Delay Wlk	0.0

Phases	1-8	9-16
Parents	5	
Negative Green		
Start Next		
Trail Enable		
Trail Ena Next		
Trail Ena 2		
Trail Next 2		
Delay Enable		
Negative Veh		
Negative Ped		
Negative Olap		
Walk Rest		
Walk Thru		
Walk Halt		
Ped Recycle		
Overlap Start		
Overlap Ped Start		
Phase Calls		

Pmt Green	0	Walk	0	Ped Clr	0
PP Phase	0	PP Delay	0.0		
Min FR	0.0	FR Hold	0.0	FR Delay	0.0
LRV Start Enable					
LRV Enable					

Phases	1-8	9-16
Perm Phases		
Prot Phases		
FR Ena Phases		
FR Grn Phases		
FR Ped Conf		
FR OLPed Conf		

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Overlap Startup Options

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Overlaps	1-8							9-16							
Startup Overlap Green															
Startup Overlap Yellow															

Overlap Startup Timing

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Unit Options

Overlaps	1-8							9-16							
Overlap Ped Recalls															
MCE Olap Ped Protect															
MCE Olap Ped Calls															
MCE Olap Ped Expand															
No Min Yellow															
No Min Red Rev															
Flash Yellow															
No Conflict															
Pre Signal															
Perm Red															
Perm FYA															
Perm FRA															

14 Mile Road at Garfield

Coordination Options

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Sync Time	00:00	RTC Set Time	00:00
Transition Mode	Best 2	Ped Adjust	None
Trans Short %	20	Trans Long %	35
Offset Reference	Lead Grn	Short Cycles	0
Dual Entry	Normal	Overlap F/O	Disabled
Master Sync Mode	RTC	Master Sync Length	0
Adapt Thresh	0	Adapt Step	0
External Plan Max	0		
Hardwire No Match	Sched	Hardwire Sync Fail	0
Override Omit/Recall	No		

Phases	1-8	9-16
No Trans Recall		
Trans Ped Recall		
Trans Phases		

14 Mile Road at Garfield

Hardwire Plans

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Hardwire	Plan Select							Pattern	Offset	Mode
Plan 1								0	0	Hardwire
Plan 2								0	0	Hardwire
Plan 3								0	0	Hardwire
Plan 4								0	0	Hardwire
Plan 5								0	0	Hardwire
Plan 6								0	0	Hardwire
Plan 7								0	0	Hardwire
Plan 8								0	0	Hardwire
Plan 9								0	0	Hardwire
Plan 10								0	0	Hardwire
Plan 11								0	0	Hardwire
Plan 12								0	0	Hardwire
Plan 13								0	0	Hardwire
Plan 14								0	0	Hardwire
Plan 15								0	0	Hardwire
Plan 16								0	0	Hardwire
Plan 17								0	0	Hardwire
Plan 18								0	0	Hardwire
Plan 19								0	0	Hardwire
Plan 20								0	0	Hardwire
Plan 21								0	0	Hardwire
Plan 22								0	0	Hardwire
Plan 23								0	0	Hardwire
Plan 24								0	0	Hardwire
Plan 25								0	0	Hardwire
Plan 26								0	0	Hardwire
Plan 27								0	0	Hardwire
Plan 28								0	0	Hardwire
Plan 29								0	0	Hardwire
Plan 30								0	0	Hardwire
Plan 31								0	0	Hardwire
Plan 32								0	0	Hardwire

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Soft Interconnect

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Mode	Slave	Remote Int Number	0
Yield Delay	0		
Yield Duration	0		
Permissive	0		
Local Hold Limit	0		

Phases	1-8	9-16
Local Control Phases		
Local Hold Phases		
Local Perm Phases		
Local Call Phases		
Remote Perm Phases		
Remote Hold Phases		

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Coordination Pattern 1

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Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	31	15	41	13	31	15	41	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 1

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 2

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Cycle	120	Ringgroup 1 - Offset 1	106	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	57	12	31	18	57	12	33	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 2

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 3

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Cycle	120	Ringgroup 1 - Offset 1	104	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	40	15	47	18	40	15	47	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit							7									
Adapt Phases																

Trans Mode	Default																	
Offset Ref	Default																	
Adaptive Mode	Disabled																	
Disable Priority																		
Progression Phases																		
Priority Alt Seq																		
Reserve Extend																		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 3

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 4

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Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	30	15	42	13	30	15	42	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 4

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 5

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Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	30	15	42	13	30	15	42	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																	
Progression Phases																	
Priority Alt Seq																	
Reserve Extend																	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 5

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 10

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Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	30	15	42	13	30	15	42	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 10

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 11

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Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	30	15	42	13	30	15	42	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 11

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 12

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Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	35	15	37	13	35	15	37	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 12

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 13

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Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	40	15	32	13	40	15	32	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																	
Progression Phases																	
Priority Alt Seq																	
Reserve Extend																	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 13

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 14

09/13/2023 12:37:48 PM

Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	30	15	42	13	30	15	42	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																	
Progression Phases																	
Priority Alt Seq																	
Reserve Extend																	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 14

09/13/2023 12:37:48 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 15

09/13/2023 12:37:48 PM

Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	30	15	42	13	30	15	42	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																	
Progression Phases																	
Priority Alt Seq																	
Reserve Extend																	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 15

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 16

09/13/2023 12:37:48 PM

Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	35	15	37	13	35	15	37	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																	
Progression Phases																	
Priority Alt Seq																	
Reserve Extend																	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 16

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 17

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Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	40	15	32	13	40	15	32	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 17

09/13/2023 12:37:48 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 18

09/13/2023 12:37:48 PM

Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	30	15	42	13	30	15	42	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 18

09/13/2023 12:37:48 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 19

09/13/2023 12:37:48 PM

Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	30	15	42	13	30	15	42	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 19

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 20

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Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	35	15	37	13	35	15	37	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 20

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 21

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Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	35	15	37	13	35	15	37	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 21

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 22

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Cycle	120	Ringgroup 1 - Offset 1	106	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	43	12	48	17	43	15	45	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 22

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 23

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Cycle	120	Ringgroup 1 - Offset 1	106	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	48	12	43	17	48	15	40	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		4		TOD Link	0

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 23

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 24

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Cycle	120	Ringgroup 1 - Offset 1	106	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	33	12	58	17	33	15	55	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		4		TOD Link	0

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 24

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 25

09/13/2023 12:37:48 PM

Cycle	120	Ringgroup 1 - Offset 1	106	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	58	12	32	18	58	12	32	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 25

09/13/2023 12:37:48 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 26

09/13/2023 12:37:48 PM

Cycle	120	Ringgroup 1 - Offset 1	106	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	43	12	48	17	43	15	45	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 26

09/13/2023 12:37:48 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 27

09/13/2023 12:37:48 PM

Cycle	120	Ringgroup 1 - Offset 1	106	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	48	12	43	17	48	15	40	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		4		TOD Link	0

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 27

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 28

09/13/2023 12:37:48 PM

Cycle	120	Ringgroup 1 - Offset 1	106	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	33	12	58	17	33	15	55	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 28

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 29

09/13/2023 12:37:48 PM

Cycle	120	Ringgroup 1 - Offset 1	106	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	30	12	61	17	30	15	58	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 29

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 30

09/13/2023 12:37:48 PM

Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	35	15	37	13	35	15	37	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																	
Progression Phases																	
Priority Alt Seq																	
Reserve Extend																	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 30

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 31

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Cycle	100	Ringgroup 1 - Offset 1	8	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	35	15	37	13	35	15	37	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 31

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 32

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Cycle	120	Ringgroup 1 - Offset 1	104	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	45	15	42	18	45	15	42	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 32

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 33

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Cycle	120	Ringgroup 1 - Offset 1	104	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	50	15	37	18	50	15	37	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 33

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Alt Veh 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	0.4	0.0
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 34

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Cycle	120	Ringgroup 1 - Offset 1	104	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	35	15	52	18	35	15	52	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 34

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 35

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Cycle	120	Ringgroup 1 - Offset 1	104	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	30	15	57	18	30	15	57	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		4		TOD Link	0

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 35

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 36

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Cycle	120	Ringgroup 1 - Offset 1	104	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	45	15	42	18	45	15	42	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																	
Progression Phases																	
Priority Alt Seq																	
Reserve Extend																	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 36

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 37

09/13/2023 12:37:48 PM

Cycle	120	Ringgroup 1 - Offset 1	104	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	50	15	37	18	50	15	37	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 37

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 38

09/13/2023 12:37:48 PM

Cycle	120	Ringgroup 1 - Offset 1	104	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	35	15	52	18	35	15	52	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 38

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	64	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 39

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Cycle	120	Ringgroup 1 - Offset 1	104	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	30	15	57	18	30	15	57	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default		
Offset Ref	Default		
Adaptive Mode	Disabled		
Disable Priority			
Progression Phases			
Priority Alt Seq			
Reserve Extend			

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	240	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 39

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	0

14 Mile Road at Garfield

Coordination Pattern 80

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Cycle	180	Ringgroup 1 - Offset 1	122	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	23	54	27	76	23	54	27	76	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle		2		4		6		8								
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 80

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 81

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	23	54	27	76	23	54	27	76	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle		2		4		6		8								
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit						7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 81

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 82

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Cycle	180	Ringgroup 1 - Offset 1	65	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	38	18	107	17	38	50	75	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle		2		4		6		8								
Min Recall							7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit							7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 82

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 83

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	27	87	18	48	27	87	18	48	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	1 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle		2		4		6		8								
Min Recall	1						7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit	1						7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 83

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 84

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Cycle	180	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	38	50	75	17	38	18	107	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle		2		4		6		8								
Min Recall			3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3													
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 84

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 85

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	27	87	18	48	27	87	18	48	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle		2		4		6		8								
Min Recall					5		7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit					5		7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	1	1	1	0	0	1	1	0	0	0

14 Mile Road at Garfield

Coordination Pattern 85

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 86

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Cycle	180	Ringgroup 1 - Offset 1	78	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	15	12	141	12	15	63	90	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle		2		4		6		8								
Min Recall							7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit							7									
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 86

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 87

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	115	12	35	12	121	12	35	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	1 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle		2		4		6		8								
Min Recall	1						7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit	1						7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		9
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	4	5	0	0	0	0	0	0	0	3	0	0	0	0	0	0
Recovery Min Green	0	0	0	10	251	41	1	1	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 87

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 88

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Cycle	180	Ringgroup 1 - Offset 1	104	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	15	63	90	12	15	12	141	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle		2		4		6		8								
Min Recall			3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3													
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 88

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 89

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	121	12	35	18	115	12	35	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle		2		4		6		8								
Min Recall					5		7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit					5		7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases	1	9
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 89

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 102

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Cycle	180	Ringgroup 1 - Offset 1	35	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	115	12	36	17	115	15	33	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		4		TOD Link	0

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 102

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	5	4	0	3	5	4	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	12	11	0	10	10	9	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh Ext	0.3	0.5	0.0	0.4	0.3	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	1.1	1.1	0.0	1.0	0.9	0.9	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 104

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Cycle	180	Ringgroup 1 - Offset 1	1	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	33	12	118	17	33	15	115	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		4		TOD Link	0

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

14 Mile Road at Garfield

Coordination Pattern 104

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 106

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Cycle	180	Ringgroup 1 - Offset 1	35	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	115	12	36	17	115	15	33	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		4		TOD Link	0

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 106

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Coordination Pattern 108

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Cycle	180	Ringgroup 1 - Offset 1	1	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	33	12	118	17	33	15	115	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		4		TOD Link	0

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 108

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Preempt Inputs

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Preempt Input	1	2	3	4	5	6	7	8	9	10
Delay	0	0	2	0	2	0	0	0	0	0
Checkout Limit	0	0	0	0	0	0	0	0	0	0
Locked	No	No	No	No	Yes	Yes	No	No	No	No
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Input Number	0	0	0	0	0	0	0	0	0	0
Input Priority	All	All	All	All	All	All	All	All	All	All
Delay Mode	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp

Preempt Priority

Preempt	1	2	3	4	5	6	7	8	9	10
Priority	0	0	0	0	0	0	0	0	0	0

Remote Preemption

Remote Preempt	RM 1	RM 2	RM 3	RM 4	RM 5	RM 6	RM 7	RM 8
Int Number	0	0	0	0	0	0	0	0
PE Number	0	0	0	0	0	0	0	0
Mode	Dis	Dis	Dis	Dis	Dis	Dis	Dis	Dis
Slack	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0
Alt TT 1	0	0	0	0	0	0	0	0
Alt TT 2	0	0	0	0	0	0	0	0
Alt TT 3	0	0	0	0	0	0	0	0
Alt TT 4	0	0	0	0	0	0	0	0
Alt TT 5	0	0	0	0	0	0	0	0
Alt TT 6	0	0	0	0	0	0	0	0
Alt TT 7	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Preempt 3 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	In Step
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16
Enable Phases		
Preempt Inputs	3	

	1-8		
LRV Disable		Max	0
LRV Dwell Flash			
LRV Omit		Delay	0
LRV No Yel			

Preempt 3 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16
Omit Olap Grn Clr		
Phs EWlk to Grn		
TClr 1 Veh Phases		
TClr 1 Ped Phases		
TClr 1 Olap		
TClr 1 Olap Ped		
TClr 2 Veh Phases		
TClr 2 Ped Phases		
TClr 2 Olap		
TClr 2 Olap Ped		
Init Dwell Phases		
Dwell Veh Phases	1, 6	
Dwell Ped Phases		
Dwell Olap		
Dwell Olap Ped		
Exit Veh Phases	2, 6	
Exit Ped Phases		
Exit Olap		
Exit Olap Ped		
Zero Phase Walk		
Zero Phase Ped Clr		
Zero Phase Green		
Zero Olap Walk		
Zero Olap Ped Clr		
Zero Olap Green		
Dwell-Phase Red		
Dwell-Phase Red Flash		
Dwell-Phase Yel Flash		
Dwell-Olap Red Flash		
Dwell-Olap Yel Flash		
Dwell-Ped Dark		
Dwell-Olap Ped Dark		

Start Green	0	Start Walk	0
		Start Ped Clr	0
Track Clear 1	0	Track Clear 2	0
TC1 Extend	0	TC1 Max	0
Exit Ped Clr	0	Exit Yellow	0.0
Exit Red	0.0		
Min Dwell	5	Min Duration	0
Dwell Extend	2		
Max Dwell	0	Max Call	0
Reserve Inh Same	0		
Reserve Inh All	0		
Delay	0		

Phases/Overlaps	1-8	9-16
TClr 1 FR Olap		
TClr 2 FR Olap		
Dwell FR Olap		
TClr 1 FYA		
TClr 2 FYA		
Dwell FYA		

14 Mile Road at Garfield

Preempt 4 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	In Step Prog
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16
Enable Phases		
Preempt Inputs	4	

	1-8		
LRV Disable		Max	0
LRV Dwell Flash			
LRV Omit		Delay	0
LRV No Yel			

Preempt 4 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16
Omit Olap Grn Clr		
Phs EWlk to Grn		
TClr 1 Veh Phases		
TClr 1 Ped Phases		
TClr 1 Olap		
TClr 1 Olap Ped		
TClr 2 Veh Phases		
TClr 2 Ped Phases		
TClr 2 Olap		
TClr 2 Olap Ped		
Init Dwell Phases		
Dwell Veh Phases	2, 5	
Dwell Ped Phases		
Dwell Olap		
Dwell Olap Ped		
Exit Veh Phases	2, 6	
Exit Ped Phases		
Exit Olap		
Exit Olap Ped		
Zero Phase Walk		
Zero Phase Ped Clr		
Zero Phase Green		
Zero Olap Walk		
Zero Olap Ped Clr		
Zero Olap Green		
Dwell-Phase Red		
Dwell-Phase Red Flash		
Dwell-Phase Yel Flash		
Dwell-Olap Red Flash		
Dwell-Olap Yel Flash		
Dwell-Ped Dark		
Dwell-Olap Ped Dark		

Start Green	0	Start Walk	0
		Start Ped Clr	0
Track Clear 1	0	Track Clear 2	0
TC1 Extend	0	TC1 Max	0
Exit Ped Clr	0	Exit Yellow	0.0
Exit Red	0.0		
Min Dwell	5	Min Duration	0
Dwell Extend	2		
Max Dwell	0	Max Call	0
Reserve Inh Same	0		
Reserve Inh All	0		
Delay	0		

Phases/Overlaps	1-8	9-16
TClr 1 FR Olap		
TClr 2 FR Olap		
Dwell FR Olap		
TClr 1 FYA		
TClr 2 FYA		
Dwell FYA		

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Preempt 5 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	In Step
Override Flash	No	Change Phasenext	Yes		

	1-8								9-16							
Enable Phases																
Preempt Inputs					5											

	1-8									
LRV Disable									Max	0
LRV Dwell Flash										
LRV Omit									Delay	0
LRV No Yel										

Preempt 5 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8								9-16							
Omit Olap Grn Clr																
Phs EWlk to Grn																
TClr 1 Veh Phases																
TClr 1 Ped Phases																
TClr 1 Olap																
TClr 1 Olap Ped																
TClr 2 Veh Phases																
TClr 2 Ped Phases																
TClr 2 Olap																
TClr 2 Olap Ped																
Init Dwell Phases																
Dwell Veh Phases			3				8									
Dwell Ped Phases																
Dwell Olap																
Dwell Olap Ped																
Exit Veh Phases			4				8									
Exit Ped Phases																
Exit Olap																
Exit Olap Ped																
Zero Phase Walk																
Zero Phase Ped Clr																
Zero Phase Green																
Zero Olap Walk																
Zero Olap Ped Clr																
Zero Olap Green																
Dwell-Phase Red																
Dwell-Phase Red Flash																
Dwell-Phase Yel Flash																
Dwell-Olap Red Flash																
Dwell-Olap Yel Flash																
Dwell-Ped Dark																
Dwell-Olap Ped Dark																

Start Green	0	Start Walk	0
		Start Ped Clr	0
Track Clear 1	0	Track Clear 2	0
TC1 Extend	0	TC1 Max	0
Exit Ped Clr	0	Exit Yellow	0.0
Exit Red	0.0		
Min Dwell	5	Min Duration	0
Dwell Extend	2		
Max Dwell	0	Max Call	0
Reserve Inh Same	0		
Reserve Inh All	0		
Delay	0		

Phases/Overlaps	1-8								9-16							
TClr 1 FR Olap																
TClr 2 FR Olap																
Dwell FR Olap																
TClr 1 FYA																
TClr 2 FYA																
Dwell FYA																

14 Mile Road at Garfield

Preempt 6 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	In Step Prog
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16
Enable Phases		
Preempt Inputs	6	

	1-8		
LRV Disable		Max	0
LRV Dwell Flash			
LRV Omit		Delay	0
LRV No Yel			

Preempt 6 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16
Omit Olap Grn Clr		
Phs EWlk to Grn		
TClr 1 Veh Phases		
TClr 1 Ped Phases		
TClr 1 Olap		
TClr 1 Olap Ped		
TClr 2 Veh Phases		
TClr 2 Ped Phases		
TClr 2 Olap		
TClr 2 Olap Ped		
Init Dwell Phases		
Dwell Veh Phases	4, 7	
Dwell Ped Phases		
Dwell Olap		
Dwell Olap Ped		
Exit Veh Phases	4, 8	
Exit Ped Phases		
Exit Olap		
Exit Olap Ped		
Zero Phase Walk		
Zero Phase Ped Clr		
Zero Phase Green		
Zero Olap Walk		
Zero Olap Ped Clr		
Zero Olap Green		
Dwell-Phase Red		
Dwell-Phase Red Flash		
Dwell-Phase Yel Flash		
Dwell-Olap Red Flash		
Dwell-Olap Yel Flash		
Dwell-Ped Dark		
Dwell-Olap Ped Dark		

Start Green	0	Start Walk	0
		Start Ped Clr	0
Track Clear 1	0	Track Clear 2	0
TC1 Extend	0	TC1 Max	0
Exit Ped Clr	0	Exit Yellow	0.0
Exit Red	0.0		
Min Dwell	5	Min Duration	0
Dwell Extend	2		
Max Dwell	0	Max Call	0
Reserve Inh Same	0		
Reserve Inh All	0		
Delay	0		

Phases/Overlaps	1-8	9-16
TClr 1 FR Olap		
TClr 2 FR Olap		
Dwell FR Olap		
TClr 1 FYA		
TClr 2 FYA		
Dwell FYA		

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Soft Preempt 1 - Misc

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Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

14 Mile Road at Garfield

Soft Preempt 2 - Misc

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Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8	9-16
Dwl Phase Red		
Dwl Phase Red Flash		
Dwl Phase Yel Flash		
Dwl Olap Red Flash		
Dwl Ped Dark		
Dwl Olap Ped Dark		
Dwl Zero Phase Ped Clr		
Dwl Zero Phase Green		
Dwl Zero Olap Ped Clr		
Dwl Zero Olap Green		

14 Mile Road at Garfield

Soft Preempt 3 - Misc

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Dwell Step: 0

Override SPE Flash: No

Override Steps:

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

14 Mile Road at Garfield

Soft Preempt 4 - Misc

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Dwell Step: 0

Override SPE Flash: No

Override Steps:

Phases/Overlaps	1-8	9-16
Dwl Phase Red		
Dwl Phase Red Flash		
Dwl Phase Yel Flash		
Dwl Olap Red Flash		
Dwl Ped Dark		
Dwl Olap Ped Dark		
Dwl Zero Phase Ped Clr		
Dwl Zero Phase Green		
Dwl Zero Olap Ped Clr		
Dwl Zero Olap Green		

14 Mile Road at Garfield

TOD Pattern Events

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	Time	DOW							Holidays								Mode	Pattern	Offset
Event 1	00:00	S	M	T	W	T	F	S									Free	1	1
Event 2	06:00	S						S									Sched	1	1
Event 3	06:00		M	T	W	T	F										Sched	2	1
Event 4	09:00		M	T	W	T	F										Free	0	0
Event 5	10:00							S									Sched	4	1
Event 6	10:00	S															Sched	5	1
Event 7	13:30		M	T	W	T	F										Sched	3	1
Event 8	19:00	S	M	T	W	T	F	S									Sched	1	1
Event 9	00:00																Sched	0	0
Event 10	00:00																Sched	0	0
Event 11	00:00																Sched	0	0
Event 12	00:00																Sched	0	0
Event 13	00:00																Sched	0	0
Event 14	00:00																Sched	0	0
Event 15	00:00																Sched	0	0
Event 16	00:00																Sched	0	0
Event 17	00:00																Sched	0	0
Event 18	00:00																Sched	0	0
Event 19	00:00																Sched	0	0
Event 20	00:00																Sched	0	0
Event 21	00:00																Sched	0	0
Event 22	00:00																Sched	0	0
Event 23	00:00																Sched	0	0
Event 24	00:00																Sched	0	0
Event 25	00:00																Sched	0	0
Event 26	00:00																Sched	0	0
Event 27	00:00																Sched	0	0
Event 28	00:00																Sched	0	0
Event 29	00:00																Sched	0	0
Event 30	00:00																Sched	0	0
Event 31	00:00																Sched	0	0
Event 32	00:00																Sched	0	0

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Holidays

	Active Holidays								Month	Day	DOW							WOM
Date 1									0	0								0
Date 2									0	0								0
Date 3									0	0								0
Date 4									0	0								0
Date 5									0	0								0
Date 6									0	0								0
Date 7									0	0								0
Date 8									0	0								0
Date 9									0	0								0
Date 10									0	0								0
Date 11									0	0								0
Date 12									0	0								0
Date 13									0	0								0
Date 14									0	0								0
Date 15									0	0								0
Date 16									0	0								0
Date 17									0	0								0
Date 18									0	0								0
Date 19									0	0								0
Date 20									0	0								0
Date 21									0	0								0
Date 22									0	0								0
Date 23									0	0								0
Date 24									0	0								0
Date 25									0	0								0
Date 26									0	0								0
Date 27									0	0								0
Date 28									0	0								0
Date 29									0	0								0
Date 30									0	0								0
Date 31									0	0								0
Date 32									0	0								0

14 Mile Road at Garfield

Load Switch Outputs (BIU 1)

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	LS 1	LS 2	LS 3	LS 4	LS 5	LS 6	LS 7	LS 8
Red Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Red Index	0	2	3	4	5	6	0	8
Yellow Function	VehYel	VehYel	OlpYel	VehYel	OlpYel	VehYel	VehYel	VehYel
Yellow Index	0	2	3	4	5	6	0	8
Green Function	VehGrn	VehGrn	VehGrn	VehGrn	VehGrn	VehGrn	VehGrn	VehGrn
Green Index	1	2	3	4	5	6	7	8

Load Switch Outputs (BIU 2)

	LS 9	LS 10	LS 11	LS 12	LS 13	LS 14	LS 15	LS 16
Red Function	DntWlk	DntWlk	DntWlk	DntWlk	VehRed	VehRed	VehRed	VehRed
Red Index	2	4	6	8	1	3	5	7
Yellow Function	PedClr	PedClr	PedClr	PedClr	VehYel	VehYel	VehYel	VehYel
Yellow Index	2	4	6	8	1	3	5	7
Green Function	Walk	Walk	Walk	Walk	VehYel	VehYel	VehYel	VehYel
Green Index	2	4	6	8	101	103	105	107

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T/F Outputs (BIU 1)

	I/O 10	I/O 11	I/O 12	I/O 13
Output	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0

T/F Outputs (BIU 2)

	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

T/F Outputs (BIU 3)

	OUT 1	OUT 2	OUT 3	OUT 4	OUT 5	OUT 6	OUT 7	OUT 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	OUT 9	OUT 10	OUT 11	OUT 12	OUT 13	OUT 14	OUT 15	I/O 1
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6
Output	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0

T/F Outputs (BIU 4)

	OUT 1	OUT 2	OUT 3	OUT 4	OUT 5	OUT 6	OUT 7	OUT 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	OUT 9	OUT 10	OUT 11	OUT 12	OUT 13	OUT 14	OUT 15	I/O 1
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7	I/O 8	I/O 9
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

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Detector Inputs (BIU 9)

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	Det 1	Det 2	Det 3	Det 4	Det 5	Det 6	Det 7	Det 8
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	1	2	3	4	5	6	7	8

	Det 9	Det 10	Det 11	Det 12	Det 13	Det 14	Det 15	Det 16
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	9	10	11	12	13	14	15	16

Detector Inputs (BIU 10)

	Det 17	Det 18	Det 19	Det 20	Det 21	Det 22	Det 23	Det 24
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0

	Det 25	Det 26	Det 27	Det 28	Det 29	Det 30	Det 31	Det 32
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0

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Detector Inputs (BIU 11)

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	Det 33	Det 34	Det 35	Det 36	Det 37	Det 38	Det 39	Det 40
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Det 41	Det 42	Det 43	Det 44	Det 45	Det 46	Det 47	Det 48
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

Detector Inputs (BIU 12)

	Det 49	Det 50	Det 51	Det 52	Det 53	Det 54	Det 55	Det 56
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Det 57	Det 58	Det 59	Det 60	Det 61	Det 62	Det 63	Det 64
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

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T/F Inputs (BIU 1)

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	I/O 14	I/O 15	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21
Input	Preempt	Preempt	None	None	None	None	ManCtrl	IntAdv
Index	1	2	0	0	0	0	1	1

	I/O 22	I/O 23	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5
Input	MinRec	ExtStr	None	StopTm	StopTm	MaxII	MaxII	Force
Index	1	1	0	5	5	1	2	1

	IN 6	IN 7	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	Force	None	None	PedDet	PedDet	PedDet	PedDet
Index	2	0	0	1	2	3	4

T/F Inputs (BIU 2)

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	Preempt	Preempt	Preempt	Preempt	None	None	None	None
Index	3	4	5	6	0	0	0	0

	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5	IN 6	IN 7
Input	None	MaxInh	MaxInh	LocFlash	None	Alarm	Alarm	None
Index	0	1	2	1	0	1	2	0

	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	PedDet	PedDet	PedDet	PedDet
Index	0	5	6	7	8

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T/F Inputs (BIU 3)

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	I/O 7	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 15	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 23	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5	IN 6
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 7	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

T/F Inputs (BIU 4)

	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15	I/O 16	I/O 17
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23	I/O 24	IN 1
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 2	IN 3	IN 4	IN 5	IN 6	IN 7	IN 8	OPTO 1
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None
Index	0	0	0

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TS1 Outputs (Connector A)

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	Pin D	Pin E	Pin F	Pin G	Pin H	Pin J	Pin X	Pin Y
Output	VehRed	VehRed	VehRed	DntWlk	PedClr	Walk	VehRed	VehRed
Index	1	0	2	2	2	2	0	0

	Pin Z	Pin a	Pin b	Pin c	Pin d	Pin e	Pin r	Pin s
Output	VehYel	VehRed	VehYel	VehGrn	PhsChk	PhsOn	VehRed	VehGrn
Index	1	0	2	2	2	2	0	1

	Pin t	Pin u	Pin CC	Pin DD
Output	VehRed	PhsChk	VehRed	PhsOn
Index	0	1	0	1

TS1 Outputs (Connector B)

	Pin A	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H	Pin J
Output	PhsNxt	PhsNxt	VehGrn	VehYel	VehRed	VehRed	PedClr	DntWlk
Index	1	2	3	3	3	4	4	4

	Pin K	Pin Y	Pin Z	Pin a	Pin b	Pin c	Pin d	Pin e
Output	PhsChk	VehRed	VehRed	VehRed	VehGrn	VehYel	Walk	PhsOn
Index	4	0	0	0	4	4	4	4

	Pin f	Pin p	Pin q	Pin r	Pin s	Pin t	Pin u	Pin w
Output	PhsNxt	OlpYel	OlpRed	PhsChk	PhsOn	PhsNxt	OlpRed	OlpGrn
Index	4	9	9	3	3	3	12	12

	Pin AA	Pin BB	Pin CC	Pin DD	Pin EE	Pin FF	Pin GG	Pin HH
Output	OlpGrn	OlpYel	OlpRed	OlpRed	OlpYel	OlpGrn	OlpGrn	OlpYel
Index	9	10	10	11	12	11	10	11

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TS1 Outputs (Connector C)

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	Pin A	Pin B	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H
Output	VehRed	VehRed	DntWlk	VehRed	VehYel	VehRed	VehRed	VehRed
Index	0	0	8	8	7	7	6	5
	Pin J	Pin K	Pin L	Pin M	Pin N	Pin c	Pin d	Pin e
Output	VehYel	VehRed	VehRed	PhsNxt	PhsOn	VehRed	Walk	VehYel
Index	5	0	0	5	5	0	8	8
	Pin f	Pin g	Pin h	Pin i	Pin j	Pin k	Pin w	Pin x
Output	VehGrn	VehGrn	VehYel	VehGrn	VehRed	PhsChk	PedClr	VehGrn
Index	7	6	6	5	0	5	8	8
	Pin y	Pin z	Pin AA	Pin BB	Pin CC	Pin DD	Pin FF	Pin GG
Output	VehRed	DntWlk	PedClr	PhsChk	PhsOn	PhsNxt	PhsChk	PhsOn
Index	0	6	6	6	6	6	8	8
	Pin HH	Pin JJ	Pin KK	Pin LL	Pin MM	Pin NN	Pin PP	
Output	PhsNxt	VehRed	VehRed	Walk	PhsChk	PhsOn	PhsNxt	
Index	8	0	0	6	7	7	7	

TS1 Outputs (Connector D)

	Pin z	Pin AA	Pin BB	Pin CC	Pin DD	Pin EE	Pin FF	Pin GG
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	Pin HH	Pin JJ	Pin LL					
Output	VehRed	VehRed	VehRed					
Index	0	0	0					

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TS1 Inputs (Connector A)

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	Pin K	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S	Pin T
Input	VehDet	PedDet	VehDet	StopTm	MaxInh	ExtStr	IntAdv	None
Index	2	2	10	5	1	1	1	0

	Pin f	Pin g	Pin h	Pin i	Pin j	Pin k	Pin m	Pin n
Input	VehDet	PedDet	VehDet	Force	MinRec	ManCtrl	CNA	None
Index	1	1	9	1	1	1	1	0

	Pin q	Pin v	Pin w	Pin x	Pin y	Pin z	Pin AA	Pin BB
Input	None	VehDet	OmtRed	RedRst	None	CNA	None	None
Index	0	26	1	1	0	2	0	0

	Pin EE	Pin FF	Pin GG	Pin HH
Input	VehDet	PedRcy	MaxII	None
Index	25	1	1	0

TS1 Inputs (Connector B)

	Pin B	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S	Pin T
Input	None	VehDet	PedDet	VehDet	PedDet	VehDet	VehDet	VehDet
Index	0	4	4	3	3	19	18	29

	Pin U	Pin V	Pin W	Pin X	Pin g	Pin h	Pin i	Pin j
Input	VehDet	PedRcy	None	None	VehDet	VehDet	VehDet	VehDet
Index	17	2	0	0	20	12	11	27

	Pin k	Pin m	Pin n	Pin v	Pin x	Pin z
Input	VehDet	VehDet	VehDet	None	VehDet	MaxII
Index	30	31	32	0	28	2

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TS1 Inputs (Connector C)

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	Pin P	Pin R	Pin S	Pin T	Pin U	Pin V	Pin W	Pin X
Input	VehDet	PedDet	VehDet	PedDet	PedDet	VehDet	PedDet	VehDet
Index	5	5	6	6	7	7	8	16
	Pin Y	Pin Z	Pin a	Pin b	Pin m	Pin n	Pin p	Pin q
Input	Force	StopTm	MaxInh	None	VehDet	VehDet	VehDet	VehDet
Index	2	5	2	0	13	21	14	22
	Pin r	Pin s	Pin t	Pin u	Pin v	Pin EE		
Input	VehDet	VehDet	VehDet	RedRst	OmtRed	VehDet		
Index	23	24	8	2	2	15		

TS1 Inputs (Connector D)

	Pin A	Pin B	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin J	Pin K	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin T	Pin U	Pin V	Pin W	Pin X	Pin Y	Pin Z	Pin a
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin b	Pin c	Pin d	Pin e	Pin f	Pin g	Pin h	Pin i
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin j	Pin k	Pin m	Pin n	Pin p	Pin q	Pin r	Pin s
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin t	Pin u	Pin v	Pin w	Pin x	Pin y		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

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332/336 Outputs (Connector C1S)

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	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8	Pin 9
Output	DntWlk	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	4	4	4	4	4	3	3	3
	Pin 10	Pin 11	Pin 12	Pin 13	Pin 15	Pin 16	Pin 17	Pin 18
Output	DntWlk	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	2	2	2	2	2	1	1	1
	Pin 19	Pin 20	Pin 21	Pin 22	Pin 23	Pin 24	Pin 25	Pin 26
Output	DntWlk	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	8	8	8	8	8	7	7	7
	Pin 27	Pin 28	Pin 29	Pin 30	Pin 31	Pin 32	Pin 33	Pin 34
Output	DntWlk	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	6	6	6	6	6	5	5	5
	Pin 35	Pin 36	Pin 37	Pin 38	Pin 83	Pin 84	Pin 85	Pin 86
Output	PedClr	PedClr	PedClr	PedClr	VehRed	VehRed	OlpRed	OlpYel
Index	2	6	4	8	0	0	12	12
	Pin 87	Pin 88	Pin 89	Pin 90	Pin 91	Pin 93	Pin 94	Pin 95
Output	OlpGrn	OlpRed	OlpYel	OlpGrn	VehRed	VehRed	OlpRed	OlpYel
Index	12	11	11	11	0	0	10	10
	Pin 96	Pin 97	Pin 98	Pin 99	Pin 100	Pin 101	Pin 102	Pin 103
Output	OlpGrn	OlpRed	OlpYel	OlpGrn	VehRed	VehGrn	VehRed	VehRed
Index	10	9	9	9	0	16	0	0

332/336 Outputs (Connector C11S)

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

332/336 Inputs (Connector C1S)

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	Pin 39	Pin 40	Pin 41	Pin 42	Pin 43	Pin 44	Pin 45	Pin 46
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	1	2	3	4	5	6	7	8

	Pin 47	Pin 48	Pin 49	Pin 50	Pin 51	Pin 52	Pin 53	Pin 54
Input	VehDet	VehDet	VehDet	VehDet	Preempt	Preempt	ManCtrl	None
Index	9	10	11	12	1	2	5	0

	Pin 55	Pin 56	Pin 57	Pin 58	Pin 59	Pin 60	Pin 61	Pin 62
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	13	14	15	16	17	18	19	20

	Pin 63	Pin 64	Pin 65	Pin 66	Pin 67	Pin 68	Pin 69	Pin 70
Input	VehDet	VehDet	VehDet	VehDet	PedDet	PedDet	PedDet	PedDet
Index	21	22	23	24	2	4	6	8

	Pin 71	Pin 72	Pin 73	Pin 74	Pin 75	Pin 76	Pin 77	Pin 78
Input	Preempt	Preempt	Preempt	Preempt	None	VehDet	VehDet	VehDet
Index	3	4	5	6	0	25	26	27

	Pin 79	Pin 80	Pin 81	Pin 82
Input	VehDet	IntAdv	LocFlash	StopTm
Index	28	5	5	5

332/336 Inputs (Connector C11S)

	Pin 10	Pin 11	Pin 12	Pin 13	Pin 15	Pin 16	Pin 17	Pin 18
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 19	Pin 20	Pin 21	Pin 22	Pin 23	Pin 24	Pin 25	Pin 26
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 27	Pin 28	Pin 29	Pin 30
Input	None	None	None	None
Index	0	0	0	0

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ITS Outputs (14 Pack-1)

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	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Output	ManCtrl	IntAdv	StopTm	None
Index	5	5	5	0

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk	PedClr
Index	1	1	1	2	2	2	2	2

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk
Index	2	3	3	3	4	4	4	4

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	PedClr	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	4	4	5	5	5	6	6	6

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	DntWlk	PedClr	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel
Index	6	6	6	7	7	7	8	8

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehGrn	DntWlk	PedClr	Walk	OlpDW	OlpPC	OlpWlk	OlpDW
Index	8	8	8	8	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	OlpPC	OlpWlk	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

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ITS Outputs (14 Pack-3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel	OlpGrn	OlpDW	OlpPC
Index	9	9	9	13	13	13	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	OlpWlk	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel	OlpGrn	OlpDW
Index	0	10	10	10	14	14	14	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	OlpPC	OlpWlk	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel	OlpGrn
Index	0	0	11	11	11	15	15	15
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	OlpDW	OlpPC	OlpWlk	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel
Index	0	0	0	12	12	12	16	16
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	OlpGrn	OlpWlk	OlpPC	OlpWlk	OlpDW	OlpPC	OlpWlk	OlpDW
Index	16	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	OlpPC	OlpWlk	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

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ITS Outputs (6 Pack-1)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk	PedClr
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	PedClr	Walk	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

14 Mile Road at Garfield

ITS Outputs (6 Pack-2)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk	PedClr
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	PedClr	Walk	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

14 Mile Road at Garfield

ITS Outputs (6 Pack-3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	OlpRed	OlpYel	VehGrn	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	OlpGrn	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel	OlpGrn	OlpRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	OlpYel	OlpGrn	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

14 Mile Road at Garfield

ITS Outputs (6 Pack-4)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

14 Mile Road at Garfield

ITS Inputs (Input Asm 1)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	VehDet	VehDet	PedDet	PedDet	PedDet	PedDet	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

14 Mile Road at Garfield

ITS Inputs (Input Asm 2)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	VehDet	VehDet	Alarm	Alarm	Alarm	Alarm	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

14 Mile Road at Garfield

ITS Inputs (Input Asm 3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

14 Mile Road at Garfield

ITS Inputs (Input Asm 4)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

14 Mile Road at Garfield

ITS Inputs (Input Asm 5)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

14 Mile Road at Garfield

Cabinet / MMU Configuration

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Cabinet Type	TS2-2N
MMU Disable	No

	1-8	9-16
MMU Channel Ignore		3 4 5 6
Det BIU 1-No Fail Call		
Det BIU 2-No Fail Call		
Alt LS Flash		
Alt Phase Flash		
Alt Overlap Flash		
Alt LRV Flash		

	1-8	9-16	17-24	25-32
CMU Channel Ignore				
Det IASM1-Det Diag				
Det IASM2-Det Diag				

Phase / Overlap Outputs

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

LRV Outputs

	LRV
1	2 Head
2	2 Head
3	2 Head
4	2 Head
5	2 Head
6	2 Head
7	2 Head
8	2 Head

14 Mile Road at Garfield

I/O Logic Channels

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	Func1	Idx	Oper	Func2	Idx	Out1	Idx	Out2	Idx	Dly	Ext	Trig	Fls
Chan 1	PedDet	2	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 2	PedDet	4	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 3	PedDet	6	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 4	PedDet	8	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 5	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 6	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 7	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 8	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 9	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 10	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 11	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 12	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 13	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 14	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 15	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 16	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 17	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 18	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 19	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 20	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 21	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 22	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 23	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 24	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 25	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 26	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 27	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 28	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 29	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 30	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 31	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 32	None	0	Or	None	0	None	0	None	0	0	0	No	No

14 Mile Road at Garfield

Vehicle Detector 1

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Delay	10.0	Extend	0.0	Carryover	0.0	Queue Limit	0						
Mode	No Disc	Added	Disabled	System	Disabled								
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0				
Delay 2	0.0												

Phases	1-8							9-16						
Call Phases		2												
Yellow Lock Phases														
Red Lock Phases														
Extend Phases		2												
XSwitch Phases														
Bike Call Phases														

Vehicle Detector 2

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0						
Mode	No Disc	Added	Disabled	System	Disabled								
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0				
Delay 2	0.0												

Phases	1-8							9-16						
Call Phases		2												
Yellow Lock Phases														
Red Lock Phases														
Extend Phases		2												
XSwitch Phases														
Bike Call Phases														

14 Mile Road at Garfield

Vehicle Detector 3

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Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	FYA2	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8								9-16							
Call Phases					5											
Yellow Lock Phases																
Red Lock Phases																
Extend Phases					5											
XSwitch Phases	1	2				6										
Bike Call Phases																

Vehicle Detector 4

Delay	10.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8								9-16							
Call Phases				4												
Yellow Lock Phases																
Red Lock Phases																
Extend Phases				4												
XSwitch Phases																
Bike Call Phases																

14 Mile Road at Garfield

Vehicle Detector 5

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Delay	Extend	Carryover	Queue Limit
0.0	0.0	0.0	0

Mode	Added	System
No Disc	Disabled	Disabled

Fail Mode	Max Pres	No Act	Erratic	Fail Time
None	2880	0	0	0

Delay 2: 0.0

Phases	1-8								9-16							
Call Phases						6										
Yellow Lock Phases																
Red Lock Phases																
Extend Phases						6										
XSwitch Phases																
Bike Call Phases																

Vehicle Detector 6

Delay	Extend	Carryover	Queue Limit
0.0	0.0	0.0	0

Mode	Added	System
FYA2	Disabled	Disabled

Fail Mode	Max Pres	No Act	Erratic	Fail Time
None	2880	0	0	0

Delay 2: 0.0

Phases	1-8								9-16							
Call Phases	1															
Yellow Lock Phases																
Red Lock Phases																
Extend Phases	1															
XSwitch Phases		2			5	6										
Bike Call Phases																

14 Mile Road at Garfield

Vehicle Detector 7

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Delay	Extend	Carryover	Queue Limit
0.0	0.0	0.0	0

Mode	Added	System
No Disc	Disabled	Disabled

Fail Mode	Max Pres	No Act	Erratic	Fail Time
None	2880	0	0	0

Delay 2: 0.0

Phases	1-8								9-16							
Call Phases								8								
Yellow Lock Phases																
Red Lock Phases																
Extend Phases								8								
XSwitch Phases																
Bike Call Phases																

Vehicle Detector 8

Delay	Extend	Carryover	Queue Limit
0.0	0.0	0.0	0

Mode	Added	System
FYA2	Disabled	Disabled

Fail Mode	Max Pres	No Act	Erratic	Fail Time
None	2880	0	0	0

Delay 2: 0.0

Phases	1-8								9-16							
Call Phases			3													
Yellow Lock Phases																
Red Lock Phases																
Extend Phases			3													
XSwitch Phases				4			7	8								
Bike Call Phases																

14 Mile Road at Garfield

Vehicle Detector 11

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Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0				
Mode	No Disc	Added	Disabled	System	Disabled						
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0		
Delay 2	0.0										

Phases	1-8							9-16							
Call Phases				4											
Yellow Lock Phases															
Red Lock Phases															
Extend Phases				4											
XSwitch Phases															
Bike Call Phases															

Vehicle Detector 12

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0				
Mode	FYA2	Added	Disabled	System	Disabled						
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0		
Delay 2	0.0										

Phases	1-8							9-16							
Call Phases							7								
Yellow Lock Phases															
Red Lock Phases															
Extend Phases							7								
XSwitch Phases			3	4				8							
Bike Call Phases															

14 Mile Road at Garfield

Pedestrian Detector 2

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No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	2	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Pedestrian Detector 4

No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	4	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Pedestrian Detector 6

No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	6	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Pedestrian Detector 8

No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	8	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

14 Mile Road at Garfield

Adaptive Priority - General/Local Detectors

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Local Detector Slack	0
Remote Detector Slack	0
Local Adjust Threshold	0
Remote Adjust Threshold	0

Detector	1	2	3	4	5	6	7	8
Step (Base)	0	0	0	0	0	0	0	0
Max (Base)	0	0	0	0	0	0	0	0
Step (Alt 1)	0	0	0	0	0	0	0	0
Max (Alt 1)	0	0	0	0	0	0	0	0
Step (Alt 2)	0	0	0	0	0	0	0	0
Max (Alt 2)	0	0	0	0	0	0	0	0
Step (Alt 3)	0	0	0	0	0	0	0	0
Max (Alt 3)	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

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Estimated Delay

Transit	1	2	3	4	5	6	7	8
Disable	No	No	No	No	No	No	No	No
Rem Phs	0	0	0	0	0	0	0	0
Loc Int	0	0	0	0	0	0	0	0
Loc TT	0	0	0	0	0	0	0	0
RM1 Int	0	0	0	0	0	0	0	0

14 Mile Road at Garfield

Transit/LRV Startup/Options

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	LRV 1-8									
No Startup Call									Warn Flash Rate	1 Hz	Rsrv Inh Mode	Seconds

14 Mile Road at Garfield

Control / Config

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Pattern Mode	Central					
Manual Pattern	1	Manual Offset	1			
Stop Time Input	Enabled					
Aux Switch	StopTm		5			
DLS Mode	D4	Time Zone	Est (UTC-5)	GPS Thresh	5	
Password Timeout	5					

	1-8	9-16
Maint Phs Recalls		
Maint Ped Recalls		

Serial 1 Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00
Serial Rebroadcast	Disabled	Response	Time/Plan

Serial 2 Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00

Ethernet Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00
Serial Rebroadcast	Disabled		

Peer Configuration

Peer 1	0
Peer 2	0
Peer 3	0
Peer 4	0
Peer 5	0
Peer 6	0
Peer 7	0
Peer 8	0

14 Mile Road at Garfield

Logging

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VO Log Period	0
Power On	Enabled
Ext Start	Enabled
Man Control	Enabled
Cabinet Door	Enabled
MMU Faults	Disabled
BIU Faults	Disabled
Det Faults	Disabled
Coordination	Enabled
Preempt	Enabled
Soft Preempt	Disabled
Zone	Disabled
Speed Traps	Disabled

1 of 2 Hits (Det BIU 1)

1 of 2 Hits (Det BIU 2)

1 of 2 Hits (Det BIU 3)

1 of 2 Hits (Det BIU 4)

SPmt 1 Req Switch

SPmt 2 Req Switch

SPmt 3 Req Switch

SPmt 4 Req Switch

Zone 1 Req Switch

Zone 2 Req Switch

Zone 3 Req Switch

Zone 4 Req Switch

Zone 5 Req Switch

Zone 6 Req Switch

Zone 7 Req Switch

Zone 8 Req Switch

Trap Grp 1 Req Switch

Trap Grp 2 Req Switch

Trap Grp 3 Req Switch

Trap Grp 4 Req Switch

Intersection name: 14 Mile Road at Hayes Road **Number:** 416

Date this document was created: 03/18/2019 **Engineer:** M. Al-Akash

Cabinet Type | Load Switch Capacity:

ITS | 28

Load Switch | Associated Phase | Conflict Flash:

1.	NB Hayes LEFT GA	φ	1	○
2.	SB Hayes	φ	2	●
3.	SB Hayes PEDS	W	2	○
4.	EB 14 Mile Road LEFT GA	φ	3	○
5.	WB 14 Mile Road	φ	4	●
6.	WB 14 Mile Road PEDS	W	4	○
7.	SB Hayes LEFT GA	φ	5	○
8.	NB Hayes	φ	6	●
9.	NB Hayes PEDS	W	6	○
10.	WB 14 Mile Road LEFT GA	φ	7	○
11.	EB 14 Mile Road	φ	8	●
12.	EB 14 Mile Road PEDS	W	8	○
13.				○
14.	Illumiated Streen Case Sign	SF	1	○
15.	NB Hayes LEFT FYA, YA, RA	FYA-	1	●
16.	SB Hayes RIGHT GA, YA	OL-	2	○
17.				○
18.	EB 14 Mile Road LEFT FYA, YA, RA	FYA-	3	●
19.				○
20.				○
21.	SB Hayes LEFT FYA, YA, RA	FYA-	5	●
22.	NB Hayes RIGHT GA, YA	OL-	6	○
23.				○
24.	WB 14 Mile Road LEFT RA, YA, FYA	FYA-	7	●
25.				○
26.				○
27.				○
28.				○

Vehicle Detection Assignments (controller):

1.	φ5 - SBL	21.	φ1 - NBL
2.		22.	
3.	φ2 - SBR	23.	φ6 - NBR
4.	φ2 - SBT	24.	φ6 - NBT
5.		25.	
6.		26.	
7.		27.	
8.		28.	
9.	φ7 - WBL	29.	φ3 - EBL
10.		30.	
11.	φ4 - WBT (outer)	31.	φ8 - EBT (outer)
12.	φ4 - WBT (inner)	32.	φ8 - EBT (inner)
13.		33.	
14.		34.	
15.		35.	
16.		36.	
17.		37.	
18.		38.	
19.		39.	
20.		40.	

Intersection Status Screen Recalls:

PH	1	2	3	4	5	6	7	8
VEH	☐	☐	☐	☐	☐	☐	☐	☐
PED	☐	☐	☐	☐	☐	☐	☐	☐

Notes: Soft Recalls on 4&8

Please put any applicable comments on back of this sheet. Deviations from this cover sheet may occur during construction events or with malfunctioning infrastructure. Please contact the TOC with questions.

Pedestrian Detection Assignments (controller):

1.		**Notes:**
2.	W2	
3.		
4.	W4	
5.		
6.	W6	
7.		
8.	W8	

Scheduled Flash:

to N/A

to N/A

S	M	T	W	Th	F	S
☐	☐	☐	☐	☐	☐	☐

Weekday time: _____

Weekend time: _____

Hayes at 14 Mile Road

Phase Timing

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Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	3	6	3	6	3	6	3	6	0	0	0	0	0	0	0	0
Veh Ext	0.0	3.0	0.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green 1	15	35	15	35	15	35	15	35	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clr	2.5	2.5	1.7	1.7	2.5	2.5	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv Flash	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bike MG	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
Ped Clr	0	18	0	18	0	18	0	18	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
Sol DW	0.0	3.0	0.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Early Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added	0.0	0.0	0.0	0.0	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 Initial	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
Reduce After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTReduce	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
CS Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Neg Ped	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AP Disc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Return Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Phase Options

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Phases	1-8								9-16							
Min Recalls																
Max Recalls																
Ped Recalls																
Soft Recall				4				8								
Dual Entry		2		4		6		8								
Red Rest																
Walk Rest																
Walk Expand																
Ped Recycle																
Sim Ped Term																
PC Thru Clr		2		4		6		8								
Guar Passage																
No Simult Gap	1		3		5		7									
Yel Lock																
Red Lock																
PhaseNext Lock																
No Term Call	1	2	3	4	5	6	7	8								
Cond Serv																
CS Enable																
Cond Reserve																
Reserve																
Veh Omit																
Ped Omit																
Perm Phase																
Protect Calls																
Protect Calls 2																
Flash Entry		2				6										
Flash Exit				4				8								
Flash Exit Yel																
Flash Exit Red																
Ped Scramble																
No Min Yel																
No Min Red Rev																
Max Scramble Walk																
Flash Yellow																
Flash FYA																
CNA 1																
CNA 2																

Hayes at 14 Mile Road

Phase Startup Options

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Startup Flash	5	Mode	Yel->Red
Startup All Red	4	Yellow	0.0

Phases	1-8							9-16							
Startup Phases				4			8								
Startup Yellow															
Startup Red															
Startup No Walk															
Startup Next															
Startup Yel Fls															
Startup FYA															
No Veh Call															
No Ped Call															

Phase Startup Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unit

Red Revert	4.0	Ped Protect	No	AdvFls in Flash	No

Hayes at 14 Mile Road

Ring Sequence / Conflicting Phases

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Ringgroup 1

Ring 1	2	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0
Ring 2	6	5	8	7	0	0	0	0	0	0	0	0	0	0	0	0

Ringgroup 2

Custom Sequences

Seq 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Conflicting Phases

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

Hayes at 14 Mile Road

MCE Options

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Phases	1-8								9-16							
MCE Ped Protect		2		4		6		8								
MCE Veh Call	1	2	3	4	5	6	7	8								
MCE Ped Call		2		4		6		8								
MCE Veh Omit																
MCE Ped Omit																
MCE Veh Sync	1	2	3	4	5	6	7	8								
MCE Ped Sync		2		4		6		8								
MCE Halt Don't Walk																

LRV Phases	1-8							
MCE LRV Term Early								

Hayes at 14 Mile Road

FYA/FRA

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FYA	1	2	3	4	5	6	7	8
Prot Phs	1	0	3	0	5	0	7	0
Opp Thru	2	0	4	0	6	0	8	0
Start Phs	6	0	8	0	2	0	4	0
Opp Ped	2	0	4	0	6	0	8	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Skip Prot Red	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Head Mode	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1

Ped Hawk 1

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 2

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 3

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 4

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Hayes at 14 Mile Road

Overlap 2

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Min Green	3.0	Trail Green	0.0	Trail Green 2	0.0	Delay Green	0.0
Yellow	4.3	Red	2.5	Red Revert	0.0		
Walk	0	Ped Clearance	0	Solid DW	0.0	Early Wlk	0.0

Delay Wlk 0.0

Phases	1-8	9-16
Parents	3	
Negative Green		
Start Next		
Trail Enable		
Trail Ena Next		
Trail Ena 2		
Trail Next 2		
Delay Enable		
Negative Veh		
Negative Ped		
Negative Olap		
Walk Rest		
Walk Thru		
Walk Halt		
Ped Recycle		
Overlap Start		
Overlap Ped Start		
Phase Calls		

Pmt Green	0	Walk	0	Ped Clr	0
PP Phase	0	PP Delay	0.0		
Min FR	0.0	FR Hold	0.0	FR Delay	0.0

LRV Start Enable

LRV Enable

Phases	1-8	9-16
Perm Phases		
Prot Phases		
FR Ena Phases		
FR Grn Phases		
FR Ped Conf		
FR OLPed Conf		

Overlap 6

Min Green	3.0	Trail Green	0.0	Trail Green 2	0.0	Delay Green	0.0
Yellow	4.3	Red	2.5	Red Revert	0.0		
Walk	0	Ped Clearance	0	Solid DW	0.0	Early Wlk	0.0

Delay Wlk 0.0

Phases	1-8	9-16
Parents	7	
Negative Green		
Start Next		
Trail Enable		
Trail Ena Next		
Trail Ena 2		
Trail Next 2		
Delay Enable		
Negative Veh		
Negative Ped		
Negative Olap		
Walk Rest		
Walk Thru		
Walk Halt		
Ped Recycle		
Overlap Start		
Overlap Ped Start		
Phase Calls		

Pmt Green	0	Walk	0	Ped Clr	0
PP Phase	0	PP Delay	0.0		
Min FR	0.0	FR Hold	0.0	FR Delay	0.0

LRV Start Enable

LRV Enable

Phases	1-8	9-16
Perm Phases		
Prot Phases		
FR Ena Phases		
FR Grn Phases		
FR Ped Conf		
FR OLPed Conf		

Hayes at 14 Mile Road

Overlap Startup Options

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Overlaps	1-8							9-16							
Startup Overlap Green															
Startup Overlap Yellow															

Overlap Startup Timing

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Unit Options

Overlaps	1-8							9-16							
Overlap Ped Recalls															
MCE Olap Ped Protect															
MCE Olap Ped Calls															
MCE Olap Ped Expand															
No Min Yellow															
No Min Red Rev															
Flash Yellow															
No Conflict															
Pre Signal															
Perm Red															
Perm FYA															
Perm FRA															

Hayes at 14 Mile Road

Coordination Options

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Sync Time	00:00	RTC Set Time	00:00
Transition Mode	Best 2	Ped Adjust	None
Trans Short %	20	Trans Long %	35
Offset Reference	Lead Grn	Short Cycles	0
Dual Entry	Normal	Overlap F/O	Disabled
Master Sync Mode	RTC	Master Sync Length	0
Adapt Thresh	0	Adapt Step	0
External Plan Max	0		
Hardwire No Match	Sched	Hardwire Sync Fail	0
Override Omit/Recall	No		

Phases	1-8	9-16
No Trans Recall		
Trans Ped Recall		
Trans Phases		

Hayes at 14 Mile Road

Hardwire Plans

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Hardwire	Plan Select							Pattern	Offset	Mode
Plan 1								0	0	Hardwire
Plan 2								0	0	Hardwire
Plan 3								0	0	Hardwire
Plan 4								0	0	Hardwire
Plan 5								0	0	Hardwire
Plan 6								0	0	Hardwire
Plan 7								0	0	Hardwire
Plan 8								0	0	Hardwire
Plan 9								0	0	Hardwire
Plan 10								0	0	Hardwire
Plan 11								0	0	Hardwire
Plan 12								0	0	Hardwire
Plan 13								0	0	Hardwire
Plan 14								0	0	Hardwire
Plan 15								0	0	Hardwire
Plan 16								0	0	Hardwire
Plan 17								0	0	Hardwire
Plan 18								0	0	Hardwire
Plan 19								0	0	Hardwire
Plan 20								0	0	Hardwire
Plan 21								0	0	Hardwire
Plan 22								0	0	Hardwire
Plan 23								0	0	Hardwire
Plan 24								0	0	Hardwire
Plan 25								0	0	Hardwire
Plan 26								0	0	Hardwire
Plan 27								0	0	Hardwire
Plan 28								0	0	Hardwire
Plan 29								0	0	Hardwire
Plan 30								0	0	Hardwire
Plan 31								0	0	Hardwire
Plan 32								0	0	Hardwire

Hayes at 14 Mile Road

Soft Interconnect

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Mode	Slave	Remote Int Number	0
Yield Delay	0		
Yield Duration	0		
Permissive	0		
Local Hold Limit	0		

Phases	1-8	9-16
Local Control Phases		
Local Hold Phases		
Local Perm Phases		
Local Call Phases		
Remote Perm Phases		
Remote Hold Phases		

Hayes at 14 Mile Road

Coordination Pattern 1

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Cycle	100	Ringgroup 1 - Offset 1	50	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	27	12	49	12	27	12	49	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	3	12	3	12	3	12	3	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit			3				7									
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3				7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 1

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	3	12	3	12	3	12	3	12	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 2

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Cycle	120	Ringgroup 1 - Offset 1	37	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	40	15	53	12	40	14	54	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	5	20	8	20	5	20	5	20	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases				4				8							
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall			3												
Max Recall															
Cond Serv															
Reservice															
Veh Omit			3				7								
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit			3				7								
Adapt Phases															

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 2

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	5	20	8	20	5	20	5	20	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 3

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Cycle	120	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	16	46	15	43	13	49	17	41	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	5	20	5	20	8	20	8	20	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3 4	TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases				4				8							
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall					5		7								
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit					5		7								
Adapt Phases															

Trans Mode	Default		
Offset Ref	Default		
Adaptive Mode	Disabled		
Disable Priority			
Progression Phases			
Priority Alt Seq			
Reserve Extend			

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 3

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	5	20	5	20	8	20	8	20	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 4

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Cycle	100	Ringgroup 1 - Offset 1	50	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	27	12	49	12	27	12	49	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 4

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 5

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Cycle	100	Ringgroup 1 - Offset 1	50	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	27	12	49	12	27	12	49	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 5

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 10

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Cycle	100	Ringgroup 1 - Offset 1	50	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	49	12	27	12	49	12	27	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 10

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 11

09/13/2023 1:32:12 PM

Cycle	100	Ringgroup 1 - Offset 1	50	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	27	12	49	12	27	12	49	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 11

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 12

09/13/2023 1:32:12 PM

Cycle	100	Ringgroup 1 - Offset 1	50	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	32	12	44	12	32	12	44	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 12

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 13

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Cycle	100	Ringgroup 1 - Offset 1	50	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	37	12	39	12	37	12	39	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 13

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 14

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Cycle	100	Ringgroup 1 - Offset 1	50	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	27	12	49	12	27	12	49	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 14

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 15

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Cycle	100	Ringgroup 1 - Offset 1	50	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	27	12	49	12	27	12	49	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 15

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 16

09/13/2023 1:32:12 PM

Cycle	100	Ringgroup 1 - Offset 1	50	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	32	12	44	12	32	12	44	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 16

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 17

09/13/2023 1:32:12 PM

Cycle	100	Ringgroup 1 - Offset 1	50	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	37	12	39	12	37	12	39	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 17

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 18

09/13/2023 1:32:12 PM

Cycle	100	Ringgroup 1 - Offset 1	50	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	27	12	49	12	27	12	49	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 18

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 19

09/13/2023 1:32:12 PM

Cycle	100	Ringgroup 1 - Offset 1	50	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	27	12	49	12	27	12	49	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 19

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 20

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Cycle	120	Ringgroup 1 - Offset 1	37	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	69	12	27	12	69	12	27	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	40	10	20	10	40	10	20	0	0	0	0	0	0	0	0
Max Trans Split	20	80	20	40	20	80	20	40	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall			3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3													
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 20

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 21

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Cycle	120	Ringgroup 1 - Offset 1	37	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	27	12	69	12	27	12	69	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	20	10	40	10	20	10	40	0	0	0	0	0	0	0	0
Max Trans Split	20	40	20	80	20	40	20	80	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall			3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3													
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 21

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 22

09/13/2023 1:32:12 PM

Cycle	120	Ringgroup 1 - Offset 1	37	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	54	16	38	12	54	15	39	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	40	10	20	10	40	10	20	0	0	0	0	0	0	0	0
Max Trans Split	20	70	20	50	20	70	20	50	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall			3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3													
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 22

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 23

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Cycle	120	Ringgroup 1 - Offset 1	37	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	59	16	33	12	59	15	34	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	40	10	20	10	40	10	20	0	0	0	0	0	0	0	0
Max Trans Split	20	70	20	50	20	70	20	50	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall			3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3													
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 23

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 24

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Cycle	120	Ringgroup 1 - Offset 1	37	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	44	16	48	12	44	15	49	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	20	10	30	10	20	10	30	0	0	0	0	0	0	0	0
Max Trans Split	20	60	20	60	20	60	20	60	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall			3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3													
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 24

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 25

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Cycle	120	Ringgroup 1 - Offset 1	37	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	40	15	53	12	40	14	54	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	20	10	30	10	20	10	30	0	0	0	0	0	0	0	0
Max Trans Split	20	60	20	70	20	60	20	70	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall			3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3													
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 25

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 26

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Cycle	120	Ringgroup 1 - Offset 1	37	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	54	16	38	12	54	15	39	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	30	10	20	10	30	10	20	0	0	0	0	0	0	0	0
Max Trans Split	20	70	20	50	20	70	20	50	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall			3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3													
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 26

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 27

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Cycle	120	Ringgroup 1 - Offset 1	37	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	59	15	34	12	59	14	35	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	40	10	20	10	40	10	20	0	0	0	0	0	0	0	0
Max Trans Split	20	70	20	50	20	70	20	50	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall			3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3													
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 27

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 28

09/13/2023 1:32:12 PM

Cycle	120	Ringgroup 1 - Offset 1	37	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	44	16	48	12	44	15	49	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	20	10	20	10	20	10	20	0	0	0	0	0	0	0	0
Max Trans Split	20	60	20	60	20	60	20	60	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall			3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3													
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 28

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 29

09/13/2023 1:32:12 PM

Cycle	120	Ringgroup 1 - Offset 1	37	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	40	15	53	12	40	14	54	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	20	10	20	10	20	10	20	0	0	0	0	0	0	0	0
Max Trans Split	20	60	20	70	20	60	20	70	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall			3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3													
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 29

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 30

09/13/2023 1:32:12 PM

Cycle	120	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	16	69	12	27	12	69	12	27	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	40	10	20	10	40	10	20	0	0	0	0	0	0	0	0
Max Trans Split	20	80	20	40	20	80	20	40	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall					5		7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit					5		7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 30

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 31

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Cycle	120	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	27	12	69	12	27	12	69	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	20	10	40	10	20	10	40	0	0	0	0	0	0	0	0
Max Trans Split	20	40	20	80	20	40	20	80	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall					5		7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit					5		7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 31

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 32

09/13/2023 1:32:12 PM

Cycle	120	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	16	51	15	38	13	54	17	36	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	30	10	20	10	30	10	20	0	0	0	0	0	0	0	0
Max Trans Split	20	70	20	60	20	70	20	60	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall					5		7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit					5		7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 32

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 33

09/13/2023 1:32:12 PM

Cycle	120	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	15	56	14	35	12	59	16	33	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	30	10	20	10	30	10	20	0	0	0	0	0	0	0	0
Max Trans Split	20	70	20	50	20	70	20	50	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall					5		7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit					5		7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 33

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 34

09/13/2023 1:32:12 PM

Cycle	120	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	16	41	15	48	13	44	17	46	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	20	10	20	10	20	10	20	0	0	0	0	0	0	0	0
Max Trans Split	20	60	20	60	20	60	20	60	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall				5		7										
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit				5		7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 34

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 35

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Cycle	120	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	15	38	14	53	12	41	16	51	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	20	10	30	10	20	10	30	0	0	0	0	0	0	0	0
Max Trans Split	20	50	20	70	20	50	20	70	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall					5		7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit					5		7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 35

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 36

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Cycle	120	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	16	51	15	38	13	54	17	36	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	30	10	20	10	30	10	20	0	0	0	0	0	0	0	0
Max Trans Split	20	70	20	50	20	70	20	50	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence			3	4					TOD Link	0

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall					5		7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit					5		7									
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 36

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 37

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Cycle	120	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	15	56	14	35	12	59	16	33	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	30	10	20	10	30	10	20	0	0	0	0	0	0	0	0
Max Trans Split	20	70	20	50	20	70	20	50	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall					5		7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit					5		7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled
Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 37

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 38

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Cycle	120	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	16	41	15	48	13	44	17	46	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	20	10	20	10	20	10	20	0	0	0	0	0	0	0	0
Max Trans Split	20	60	20	60	20	60	20	60	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall				5		7										
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit				5		7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 38

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	68	0	0	0	0	0
Alt Sol DW	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	68	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 39

09/13/2023 1:32:12 PM

Cycle	120	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	15	38	14	53	12	41	16	51	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	20	10	30	10	20	10	30	0	0	0	0	0	0	0	0
Max Trans Split	20	50	20	70	20	50	20	70	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall					5		7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit					5		7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	64	146	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 39

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 43

09/13/2023 1:32:12 PM

Cycle	120	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	13	49	15	43	13	49	17	41	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	5	20	5	20	5	20	8	20	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall							7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit			3				7									
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3				7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases				4												
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 43

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 51

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Cycle	100	Ringgroup 1 - Offset 1	50	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	27	12	49	12	27	12	49	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 51

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 52

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Cycle	180	Ringgroup 1 - Offset 1	169	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	60	18	84	18	60	18	84	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	20	10	30	10	20	10	30	0	0	0	0	0	0	0	0
Max Trans Split	20	60	20	70	20	60	20	70	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 52

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Hayes at 14 Mile Road

Coordination Pattern 53

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Cycle	180	Ringgroup 1 - Offset 1	67	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	74	18	70	22	70	18	70	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	40	10	40	10	40	10	40	0	0	0	0	0	0	0	0
Max Trans Split	20	60	20	60	20	60	20	60	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall				5												
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit				5												
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 80

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Cycle	180	Ringgroup 1 - Offset 1	30	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	20	50	20	90	20	50	20	90	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 80

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 81

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	22	48	22	88	22	48	22	88	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	25	10	25	10	25	10	25	0	0	0	0	0	0	0	0
Max Trans Split	15	55	15	55	15	55	15	55	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 81

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 82

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Cycle	180	Ringgroup 1 - Offset 1	125	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	38	27	98	17	38	50	75	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	30	15	30	10	30	10	35	0	0	0	0	0	0	0	0
Max Trans Split	15	60	25	70	15	60	20	75	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		4		TOD Link	0

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall							7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit							7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 82

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 83

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	45	66	21	48	18	93	21	48	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	30	15	30	10	30	10	35	0	0	0	0	0	0	0	0
Max Trans Split	15	60	25	70	15	60	20	75	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	1 2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall	1		3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit	1		3													
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 83

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 84

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Cycle	180	Ringgroup 1 - Offset 1	163	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	17	38	50	75	17	38	27	98	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	30	20	25	10	30	10	30	0	0	0	0	0	0	0	0
Max Trans Split	15	65	30	55	15	65	20	70	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall			3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3													
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 84

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 85

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	93	21	48	45	66	21	48	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	30	20	25	10	30	10	30	0	0	0	0	0	0	0	0
Max Trans Split	15	65	30	55	15	65	20	70	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2 3	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall				5												
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit		3		5												
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 85

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 86

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Cycle	180	Ringgroup 1 - Offset 1	161	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	15	12	141	12	15	63	90	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	30	15	30	10	30	10	35	0	0	0	0	0	0	0	0
Max Trans Split	15	60	25	70	15	60	20	75	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2 4	TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases				4				8							
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall							7								
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit			3				7								
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 86

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 87

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	63	70	12	35	12	121	12	35	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	30	15	30	10	30	10	35	0	0	0	0	0	0	0	0
Max Trans Split	15	60	25	70	15	60	20	75	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	1 2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall	1		3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit	1		3													
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		9
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	10	251	43	1	1	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 87

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 88

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Cycle	180	Ringgroup 1 - Offset 1	178	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	15	63	90	12	15	12	141	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	30	20	25	10	30	10	30	0	0	0	0	0	0	0	0
Max Trans Split	15	65	30	55	15	65	20	70	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	2	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall			3													
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3													
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 88

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 89

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	121	12	35	63	70	12	35	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	10	30	20	25	10	30	10	30	0	0	0	0	0	0	0	0
Max Trans Split	15	65	30	55	15	65	20	70	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		2	3						TOD Link	0

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall			3		5											
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit			3		5											
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 89

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 102

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Cycle	180	Ringgroup 1 - Offset 1	70	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	129	12	27	12	129	12	27	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence			3	4					TOD Link	0

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall					5		7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit					5		7									
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																								
Progression Phases																								
Priority Alt Seq																								
Reserve Extend																								

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 102

09/13/2023 1:32:12 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 104

09/13/2023 1:32:12 PM

Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	27	12	129	12	27	12	129	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall				5		7										
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit				5		7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 104

09/13/2023 1:32:12 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 106

09/13/2023 1:32:12 PM

Cycle	180	Ringgroup 1 - Offset 1	147	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	129	12	27	12	129	12	27	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence			3	4					TOD Link	0

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall					5		7									
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit					5		7									
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 106

09/13/2023 1:32:12 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 108

09/13/2023 1:32:12 PM

Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	27	12	129	12	27	12	129	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3 4	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall				5		7										
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit				5		7										
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Coordination Pattern 108

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Preempt Inputs

09/13/2023 1:32:12 PM

Preempt Input	1	2	3	4	5	6	7	8	9	10
Delay	0	0	0	0	0	0	0	0	0	0
Checkout Limit	0	0	0	0	0	0	0	0	0	0
Locked	No	No	No	No	No	No	No	No	No	No
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Input Number	0	0	0	0	0	0	0	0	0	0
Input Priority	All	All	All	All	All	All	All	All	All	All
Delay Mode	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp

Preempt Priority

Preempt	1	2	3	4	5	6	7	8	9	10
Priority	0	0	0	0	0	0	0	0	0	0

Remote Preemption

Remote Preempt	RM 1	RM 2	RM 3	RM 4	RM 5	RM 6	RM 7	RM 8
Int Number	0	0	0	0	0	0	0	0
PE Number	0	0	0	0	0	0	0	0
Mode	Dis	Dis	Dis	Dis	Dis	Dis	Dis	Dis
Slack	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0
Alt TT 1	0	0	0	0	0	0	0	0
Alt TT 2	0	0	0	0	0	0	0	0
Alt TT 3	0	0	0	0	0	0	0	0
Alt TT 4	0	0	0	0	0	0	0	0
Alt TT 5	0	0	0	0	0	0	0	0
Alt TT 6	0	0	0	0	0	0	0	0
Alt TT 7	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Soft Preempt 1 - Misc

09/13/2023 1:32:12 PM

Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

Hayes at 14 Mile Road

Soft Preempt 2 - Misc

09/13/2023 1:32:12 PM

Dwell Step: 0

Override SPE Flash: No

Override Steps:

Phases/Overlaps	1-8	9-16
Dwl Phase Red		
Dwl Phase Red Flash		
Dwl Phase Yel Flash		
Dwl Olap Red Flash		
Dwl Ped Dark		
Dwl Olap Ped Dark		
Dwl Zero Phase Ped Clr		
Dwl Zero Phase Green		
Dwl Zero Olap Ped Clr		
Dwl Zero Olap Green		

Hayes at 14 Mile Road

Soft Preempt 3 - Misc

09/13/2023 1:32:12 PM

Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

Hayes at 14 Mile Road

Soft Preempt 4 - Misc

09/13/2023 1:32:12 PM

Dwell Step: 0

Override SPE Flash: No

Override Steps:

Phases/Overlaps	1-8	9-16
Dwl Phase Red		
Dwl Phase Red Flash		
Dwl Phase Yel Flash		
Dwl Olap Red Flash		
Dwl Ped Dark		
Dwl Olap Ped Dark		
Dwl Zero Phase Ped Clr		
Dwl Zero Phase Green		
Dwl Zero Olap Ped Clr		
Dwl Zero Olap Green		

Hayes at 14 Mile Road

TOD Pattern Events

09/13/2023 1:32:12 PM

	Time	DOW							Holidays								Mode	Pattern	Offset
Event 1	00:00	S	M	T	W	T	F	S									Sched	1	1
Event 2	06:00		M	T	W	T	F										Sched	2	1
Event 3	09:00		M	T	W	T	F										Sched	1	1
Event 4	10:00							S									Sched	1	1
Event 5	10:00	S															Sched	1	1
Event 6	13:30		M	T	W	T	F										Sched	3	1
Event 7	19:00	S	M	T	W	T	F	S									Sched	1	1
Event 8	00:00																Sched	0	0
Event 9	00:00																Sched	0	0
Event 10	00:00																Sched	0	0
Event 11	00:00																Sched	0	0
Event 12	00:00																Sched	0	0
Event 13	00:00																Sched	0	0
Event 14	00:00																Sched	0	0
Event 15	00:00																Sched	0	0
Event 16	00:00																Sched	0	0
Event 17	00:00																Sched	0	0
Event 18	00:00																Sched	0	0
Event 19	00:00																Sched	0	0
Event 20	00:00																Sched	0	0
Event 21	00:00																Sched	0	0
Event 22	00:00																Sched	0	0
Event 23	00:00																Sched	0	0
Event 24	00:00																Sched	0	0
Event 25	00:00																Sched	0	0
Event 26	00:00																Sched	0	0
Event 27	00:00																Sched	0	0
Event 28	00:00																Sched	0	0
Event 29	00:00																Sched	0	0
Event 30	00:00																Sched	0	0
Event 31	00:00																Sched	0	0
Event 32	00:00																Sched	0	0

Hayes at 14 Mile Road

TOD Function Event 1

09/13/2023 1:32:12 PM

Start Time: 09:00 | DOW: S M T W T F S | Holidays:

Phases	1-8	9-16
Min Recall		
Max Recall		
Soft Recall		
Ped Recall		
Olap Ped Recall		
Ped Recycle		
Max 2		
Max 3		
Cond Serv		
Phase Omit		
Ped Omit		
Olap Omit		
Red Rest		
Walk Rest		
Aud Ped Dis		
Special Function	1	
FYA Omit		

Priority Plan	0
Remote PE Time	0
Alt Detector Select	0
Disable Det Diagnostics	No

TOD Function Event 2

Start Time: 16:00 | DOW: S M T W T F S | Holidays:

Phases	1-8	9-16
Min Recall		
Max Recall		
Soft Recall		
Ped Recall		
Olap Ped Recall		
Ped Recycle		
Max 2		
Max 3		
Cond Serv		
Phase Omit		
Ped Omit		
Olap Omit		
Red Rest		
Walk Rest		
Aud Ped Dis		
Special Function		
FYA Omit		

Priority Plan	0
Remote PE Time	0
Alt Detector Select	0
Disable Det Diagnostics	No

Hayes at 14 Mile Road

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Holidays

	Active Holidays								Month	Day	DOW							WOM
Date 1									0	0								0
Date 2									0	0								0
Date 3									0	0								0
Date 4									0	0								0
Date 5									0	0								0
Date 6									0	0								0
Date 7									0	0								0
Date 8									0	0								0
Date 9									0	0								0
Date 10									0	0								0
Date 11									0	0								0
Date 12									0	0								0
Date 13									0	0								0
Date 14									0	0								0
Date 15									0	0								0
Date 16									0	0								0
Date 17									0	0								0
Date 18									0	0								0
Date 19									0	0								0
Date 20									0	0								0
Date 21									0	0								0
Date 22									0	0								0
Date 23									0	0								0
Date 24									0	0								0
Date 25									0	0								0
Date 26									0	0								0
Date 27									0	0								0
Date 28									0	0								0
Date 29									0	0								0
Date 30									0	0								0
Date 31									0	0								0
Date 32									0	0								0

Hayes at 14 Mile Road

Load Switch Outputs (BIU 1)

09/13/2023 1:32:12 PM

	LS 1	LS 2	LS 3	LS 4	LS 5	LS 6	LS 7	LS 8
Red Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Red Index	0	0	0	0	0	0	0	0
Yellow Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Yellow Index	0	0	0	0	0	0	0	0
Green Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Green Index	0	0	0	0	0	0	0	0

Load Switch Outputs (BIU 2)

	LS 9	LS 10	LS 11	LS 12	LS 13	LS 14	LS 15	LS 16
Red Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Red Index	0	0	0	0	0	0	0	0
Yellow Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Yellow Index	0	0	0	0	0	0	0	0
Green Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Green Index	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

T/F Outputs (BIU 1)

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	I/O 10	I/O 11	I/O 12	I/O 13
Output	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0

T/F Outputs (BIU 2)

	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

T/F Outputs (BIU 3)

	OUT 1	OUT 2	OUT 3	OUT 4	OUT 5	OUT 6	OUT 7	OUT 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	OUT 9	OUT 10	OUT 11	OUT 12	OUT 13	OUT 14	OUT 15	I/O 1
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6
Output	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0

T/F Outputs (BIU 4)

	OUT 1	OUT 2	OUT 3	OUT 4	OUT 5	OUT 6	OUT 7	OUT 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	OUT 9	OUT 10	OUT 11	OUT 12	OUT 13	OUT 14	OUT 15	I/O 1
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7	I/O 8	I/O 9
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Detector Inputs (BIU 9)

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	Det 1	Det 2	Det 3	Det 4	Det 5	Det 6	Det 7	Det 8
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Det 9	Det 10	Det 11	Det 12	Det 13	Det 14	Det 15	Det 16
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

Detector Inputs (BIU 10)

	Det 17	Det 18	Det 19	Det 20	Det 21	Det 22	Det 23	Det 24
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Det 25	Det 26	Det 27	Det 28	Det 29	Det 30	Det 31	Det 32
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Detector Inputs (BIU 11)

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	Det 33	Det 34	Det 35	Det 36	Det 37	Det 38	Det 39	Det 40
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Det 41	Det 42	Det 43	Det 44	Det 45	Det 46	Det 47	Det 48
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

Detector Inputs (BIU 12)

	Det 49	Det 50	Det 51	Det 52	Det 53	Det 54	Det 55	Det 56
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Det 57	Det 58	Det 59	Det 60	Det 61	Det 62	Det 63	Det 64
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

T/F Inputs (BIU 1)

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	I/O 14	I/O 15	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 22	I/O 23	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 6	IN 7	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0

T/F Inputs (BIU 2)

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5	IN 6	IN 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None	None	None
Index	0	0	0	0	0

Hayes at 14 Mile Road

T/F Inputs (BIU 3)

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	I/O 7	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 15	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 23	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5	IN 6
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 7	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

T/F Inputs (BIU 4)

	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15	I/O 16	I/O 17
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23	I/O 24	IN 1
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 2	IN 3	IN 4	IN 5	IN 6	IN 7	IN 8	OPTO 1
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None
Index	0	0	0

Hayes at 14 Mile Road

TS1 Outputs (Connector A)

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	Pin D	Pin E	Pin F	Pin G	Pin H	Pin J	Pin X	Pin Y
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin Z	Pin a	Pin b	Pin c	Pin d	Pin e	Pin r	Pin s
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin t	Pin u	Pin CC	Pin DD
Output	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0

TS1 Outputs (Connector B)

	Pin A	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H	Pin J
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin K	Pin Y	Pin Z	Pin a	Pin b	Pin c	Pin d	Pin e
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin f	Pin p	Pin q	Pin r	Pin s	Pin t	Pin u	Pin w
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin AA	Pin BB	Pin CC	Pin DD	Pin EE	Pin FF	Pin GG	Pin HH
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

TS1 Outputs (Connector C)

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	Pin A	Pin B	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin J	Pin K	Pin L	Pin M	Pin N	Pin c	Pin d	Pin e
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin f	Pin g	Pin h	Pin i	Pin j	Pin k	Pin w	Pin x
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin y	Pin z	Pin AA	Pin BB	Pin CC	Pin DD	Pin FF	Pin GG
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin HH	Pin JJ	Pin KK	Pin LL	Pin MM	Pin NN	Pin PP
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0

TS1 Outputs (Connector D)

	Pin z	Pin AA	Pin BB	Pin CC	Pin DD	Pin EE	Pin FF	Pin GG
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin HH	Pin JJ	Pin LL
Output	VehRed	VehRed	VehRed
Index	0	0	0

Hayes at 14 Mile Road

TS1 Inputs (Connector A)

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	Pin K	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S	Pin T
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin f	Pin g	Pin h	Pin i	Pin j	Pin k	Pin m	Pin n
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin q	Pin v	Pin w	Pin x	Pin y	Pin z	Pin AA	Pin BB
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin EE	Pin FF	Pin GG	Pin HH
Input	None	None	None	None
Index	0	0	0	0

TS1 Inputs (Connector B)

	Pin B	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S	Pin T
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin U	Pin V	Pin W	Pin X	Pin g	Pin h	Pin i	Pin j
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin k	Pin m	Pin n	Pin v	Pin x	Pin z
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

Hayes at 14 Mile Road

TS1 Inputs (Connector C)

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	Pin P	Pin R	Pin S	Pin T	Pin U	Pin V	Pin W	Pin X
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin Y	Pin Z	Pin a	Pin b	Pin m	Pin n	Pin p	Pin q
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin r	Pin s	Pin t	Pin u	Pin v	Pin EE
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

TS1 Inputs (Connector D)

	Pin A	Pin B	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin J	Pin K	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin T	Pin U	Pin V	Pin W	Pin X	Pin Y	Pin Z	Pin a
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin b	Pin c	Pin d	Pin e	Pin f	Pin g	Pin h	Pin i
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin j	Pin k	Pin m	Pin n	Pin p	Pin q	Pin r	Pin s
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin t	Pin u	Pin v	Pin w	Pin x	Pin y
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

Hayes at 14 Mile Road

332/336 Outputs (Connector C1S)

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	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8	Pin 9
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin 10	Pin 11	Pin 12	Pin 13	Pin 15	Pin 16	Pin 17	Pin 18
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin 19	Pin 20	Pin 21	Pin 22	Pin 23	Pin 24	Pin 25	Pin 26
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin 27	Pin 28	Pin 29	Pin 30	Pin 31	Pin 32	Pin 33	Pin 34
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin 35	Pin 36	Pin 37	Pin 38	Pin 83	Pin 84	Pin 85	Pin 86
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin 87	Pin 88	Pin 89	Pin 90	Pin 91	Pin 93	Pin 94	Pin 95
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin 96	Pin 97	Pin 98	Pin 99	Pin 100	Pin 101	Pin 102	Pin 103
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

332/336 Outputs (Connector C11S)

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

332/336 Inputs (Connector C1S)

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	Pin 39	Pin 40	Pin 41	Pin 42	Pin 43	Pin 44	Pin 45	Pin 46
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 47	Pin 48	Pin 49	Pin 50	Pin 51	Pin 52	Pin 53	Pin 54
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 55	Pin 56	Pin 57	Pin 58	Pin 59	Pin 60	Pin 61	Pin 62
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 63	Pin 64	Pin 65	Pin 66	Pin 67	Pin 68	Pin 69	Pin 70
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 71	Pin 72	Pin 73	Pin 74	Pin 75	Pin 76	Pin 77	Pin 78
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 79	Pin 80	Pin 81	Pin 82
Input	None	None	None	None
Index	0	0	0	0

332/336 Inputs (Connector C11S)

	Pin 10	Pin 11	Pin 12	Pin 13	Pin 15	Pin 16	Pin 17	Pin 18
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 19	Pin 20	Pin 21	Pin 22	Pin 23	Pin 24	Pin 25	Pin 26
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 27	Pin 28	Pin 29	Pin 30
Input	None	None	None	None
Index	0	0	0	0

Hayes at 14 Mile Road

ITS Outputs (14 Pack-1)

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	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Output	ManCtrl	IntAdv	StopTm	None
Index	5	5	5	0

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehGrn	VehRed	VehYel	VehGrn	DntWlk	PedClr
Index	0	0	1	2	2	2	2	2
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	Walk	VehRed	VehRed	VehGrn	VehRed	VehYel	VehGrn	DntWlk
Index	2	0	0	3	4	4	4	4
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	PedClr	Walk	VehRed	VehRed	VehGrn	VehRed	VehYel	VehGrn
Index	4	4	0	0	5	6	6	6
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	DntWlk	PedClr	Walk	VehRed	VehRed	VehGrn	VehRed	VehYel
Index	6	6	6	0	0	7	8	8
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehGrn	DntWlk	PedClr	Walk	VehRed	VehRed	VehRed	Spec Func
Index	8	8	8	8	0	0	0	1
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Hayes at 14 Mile Road

ITS Outputs (14 Pack-3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehYel	VehYel	VehRed	OlpYel	OlpGrn	VehRed	VehRed
Index	1	1	101	0	2	2	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehYel	VehYel	VehRed	VehRed	VehRed	VehRed
Index	0	3	3	103	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehYel	VehYel	VehRed	OlpYel	OlpGrn
Index	0	0	5	5	105	0	6	6
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehYel	VehYel	VehRed	VehRed
Index	0	0	0	7	7	107	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Hayes at 14 Mile Road

ITS Outputs (6 Pack-1)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Hayes at 14 Mile Road

ITS Outputs (6 Pack-2)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Hayes at 14 Mile Road

ITS Outputs (6 Pack-3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Hayes at 14 Mile Road

ITS Outputs (6 Pack-4)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Hayes at 14 Mile Road

ITS Inputs (Input Asm 1)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	VehDet	VehDet
Index	0	0	0	0	0	0	1	2

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	3	4	5	6	7	8	9	10

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	11	12	13	14	15	16	17	18

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	VehDet	VehDet	PedDet	PedDet	PedDet	PedDet	None	None
Index	19	20	2	4	6	8	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

Hayes at 14 Mile Road

ITS Inputs (Input Asm 2)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	VehDet	VehDet
Index	0	0	0	0	0	0	21	22

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	23	24	25	26	27	28	29	30

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	31	32	33	34	35	36	37	38

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	VehDet	VehDet	None	None	None	None	None	None
Index	39	40	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

Hayes at 14 Mile Road

ITS Inputs (Input Asm 3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

Hayes at 14 Mile Road

ITS Inputs (Input Asm 4)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

Hayes at 14 Mile Road

ITS Inputs (Input Asm 5)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Hayes at 14 Mile Road

Cabinet / MMU Configuration

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Cabinet Type	ITS
MMU Disable	No

	1-8	9-16
MMU Channel Ignore		
Det BIU 1-No Fail Call		
Det BIU 2-No Fail Call		
Alt LS Flash		
Alt Phase Flash		
Alt Overlap Flash		
Alt LRV Flash		

	1-8	9-16
CMU Channel Ignore		5

	17-24	25-32
	8 1 4	

	1-8	9-16
Det IASM1-Det Diag		

	17-24

	1-8	9-16
Det IASM2-Det Diag		

	17-24

Phase / Overlap Outputs

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

LRV Outputs

	LRV
1	2 Head
2	2 Head
3	2 Head
4	2 Head
5	2 Head
6	2 Head
7	2 Head
8	2 Head

Hayes at 14 Mile Road

I/O Logic Channels

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	Func1	Idx	Oper	Func2	Idx	Out1	Idx	Out2	Idx	Dly	Ext	Trig	Fls
Chan 1	PedDet	2	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 2	PedDet	4	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 3	PedDet	6	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 4	PedDet	8	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 5	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 6	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 7	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 8	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 9	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 10	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 11	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 12	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 13	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 14	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 15	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 16	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 17	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 18	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 19	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 20	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 21	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 22	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 23	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 24	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 25	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 26	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 27	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 28	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 29	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 30	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 31	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 32	None	0	Or	None	0	None	0	None	0	0	0	No	No

Hayes at 14 Mile Road

Vehicle Detector 1

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Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	FYA2	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8								9-16							
Call Phases					5											
Yellow Lock Phases																
Red Lock Phases																
Extend Phases					5											
XSwitch Phases	1	2				6										
Bike Call Phases																

Vehicle Detector 3

Delay	15.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8								9-16							
Call Phases		2														
Yellow Lock Phases																
Red Lock Phases																
Extend Phases		2														
XSwitch Phases																
Bike Call Phases																

Hayes at 14 Mile Road

Vehicle Detector 4

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Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8							9-16							
Call Phases		2													
Yellow Lock Phases															
Red Lock Phases															
Extend Phases		2													
XSwitch Phases															
Bike Call Phases															

Vehicle Detector 9

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	FYA2	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8							9-16							
Call Phases							7								
Yellow Lock Phases															
Red Lock Phases															
Extend Phases							7								
XSwitch Phases			3	4				8							
Bike Call Phases															

Hayes at 14 Mile Road

Vehicle Detector 11

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Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0				
Mode	No Disc	Added	Disabled	System	Disabled						
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0		
Delay 2	0.0										

Phases	1-8							9-16							
Call Phases				4											
Yellow Lock Phases															
Red Lock Phases															
Extend Phases				4											
XSwitch Phases															
Bike Call Phases															

Vehicle Detector 12

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0				
Mode	No Disc	Added	Disabled	System	Disabled						
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0		
Delay 2	0.0										

Phases	1-8							9-16							
Call Phases				4											
Yellow Lock Phases															
Red Lock Phases															
Extend Phases				4											
XSwitch Phases															
Bike Call Phases															

Hayes at 14 Mile Road

Vehicle Detector 21

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Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	FYA2	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8								9-16							
Call Phases	1															
Yellow Lock Phases																
Red Lock Phases																
Extend Phases	1															
XSwitch Phases		2			5	6										
Bike Call Phases																

Vehicle Detector 23

Delay	15.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8								9-16							
Call Phases						6										
Yellow Lock Phases																
Red Lock Phases																
Extend Phases						6										
XSwitch Phases																
Bike Call Phases																

Hayes at 14 Mile Road

Vehicle Detector 24

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Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8								9-16							
Call Phases						6										
Yellow Lock Phases																
Red Lock Phases																
Extend Phases						6										
XSwitch Phases																
Bike Call Phases																

Vehicle Detector 29

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	FYA2	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8								9-16							
Call Phases			3													
Yellow Lock Phases																
Red Lock Phases																
Extend Phases			3													
XSwitch Phases				4			7	8								
Bike Call Phases																

Hayes at 14 Mile Road

Vehicle Detector 31

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Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0						
Mode	No Disc	Added	Disabled	System	Disabled								
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0				
Delay 2	0.0												

Phases	1-8								9-16							
Call Phases								8								
Yellow Lock Phases																
Red Lock Phases																
Extend Phases								8								
XSwitch Phases																
Bike Call Phases																

Vehicle Detector 32

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0						
Mode	No Disc	Added	Disabled	System	Disabled								
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0				
Delay 2	0.0												

Phases	1-8								9-16							
Call Phases								8								
Yellow Lock Phases																
Red Lock Phases																
Extend Phases								8								
XSwitch Phases																
Bike Call Phases																

Hayes at 14 Mile Road

Pedestrian Detector 2

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No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	2	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Pedestrian Detector 4

No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	4	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Pedestrian Detector 6

No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	6	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Pedestrian Detector 8

No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	8	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Hayes at 14 Mile Road

Adaptive Priority - General/Local Detectors

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Local Detector Slack	0
Remote Detector Slack	0
Local Adjust Threshold	0
Remote Adjust Threshold	0

Detector	1	2	3	4	5	6	7	8
Step (Base)	0	0	0	0	0	0	0	0
Max (Base)	0	0	0	0	0	0	0	0
Step (Alt 1)	0	0	0	0	0	0	0	0
Max (Alt 1)	0	0	0	0	0	0	0	0
Step (Alt 2)	0	0	0	0	0	0	0	0
Max (Alt 2)	0	0	0	0	0	0	0	0
Step (Alt 3)	0	0	0	0	0	0	0	0
Max (Alt 3)	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

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Estimated Delay

Transit	1	2	3	4	5	6	7	8
Disable	No	No	No	No	No	No	No	No
Rem Phs	0	0	0	0	0	0	0	0
Loc Int	0	0	0	0	0	0	0	0
Loc TT	0	0	0	0	0	0	0	0
RM1 Int	0	0	0	0	0	0	0	0

Hayes at 14 Mile Road

Transit/LRV Startup/Options

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	LRV 1-8									
No Startup Call									Warn Flash Rate	1 Hz

Rsrv Inh Mode: Seconds

Hayes at 14 Mile Road

Control / Config

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Pattern Mode: Central

Manual Pattern: 1 Manual Offset: 1

Stop Time Input: Enabled

Aux Switch: StopTm 5

DLS Mode: D4 Time Zone: Est (UTC-5) GPS Thresh: 5

Password Timeout: 5

	1-8	9-16
Maint Phs Recalls		
Maint Ped Recalls		

Serial 1 Port Configuration

Broadcast Plan/Sync: Disabled Broadcast Time: 00:00

Serial Rebroadcast: Disabled Response: Time/Plan

Serial 2 Port Configuration

Broadcast Plan/Sync: Disabled Broadcast Time: 00:00

Ethernet Port Configuration

Broadcast Plan/Sync: Disabled Broadcast Time: 00:00

Serial Rebroadcast: Disabled

Peer Configuration

Peer 1: 0

Peer 2: 0

Peer 3: 0

Peer 4: 0

Peer 5: 0

Peer 6: 0

Peer 7: 0

Peer 8: 0

Hayes at 14 Mile Road

Logging

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VO Log Period	0
Power On	Enabled
Ext Start	Enabled
Man Control	Enabled
Cabinet Door	Enabled
MMU Faults	Enabled
BIU Faults	Enabled
Det Faults	Enabled
Coordination	Enabled
Preempt	Enabled
Soft Preempt	Disabled
Zone	Disabled
Speed Traps	Disabled

1 of 2 Hits (Det BIU 1)

1 of 2 Hits (Det BIU 2)

1 of 2 Hits (Det BIU 3)

1 of 2 Hits (Det BIU 4)

SPmt 1 Req Switch

SPmt 2 Req Switch

SPmt 3 Req Switch

SPmt 4 Req Switch

Zone 1 Req Switch

Zone 2 Req Switch

Zone 3 Req Switch

Zone 4 Req Switch

Zone 5 Req Switch

Zone 6 Req Switch

Zone 7 Req Switch

Zone 8 Req Switch

Trap Grp 1 Req Switch

Trap Grp 2 Req Switch

Trap Grp 3 Req Switch

Trap Grp 4 Req Switch

Intersection name: 14 Mile Road at Utica **Number:** 146

Date this document was created: 02/11/2019 **Engineer:** M. Al-Akash

Cabinet Type | Load Switch Capacity:

TS2-2N | 16

Load Switch | Associated Phase | Conflict Flash:

1.	NB Utica LT GA, EB 14 Mile RT GA, YA	φ	1	○
2.	SB Utica	φ	2	●
3.	EB 14 Mile Road LEFT GA	φ	3	○
4.	WB 14 Mile Road	φ	4	●
5.	SB Utica LEFT GA	φ	5	○
6.	NB Utica	φ	6	●
7.	WB 14 Mile Road LEFT GA	φ	7	○
8.	EB 14 Mile Road	φ	8	●
9.	SB Utica PEDS	W	2	○
10.	WB 14 Mile Road PEDS	W	4	○
11.	NB Utica PEDS	W	6	○
12.	EB 14 Mile Road PEDS	W	8	○
13.	NB Utica LEFT FYA, YA, RA	FYA-	1	●
14.	EB 14 Mile Road LEFT FYA, YA, RA	FYA-	3	●
15.	SB Utica LEFT FYA, YA, RA	FYA-	5	●
16.	WB 14 Mile Road LEFT FYA, YA, RA	FYA-	7	●
17.				○
18.				○
19.				○
20.				○
21.				○
22.				○
23.				○
24.				○
25.				○
26.				○
27.				○
28.				○

Vehicle Detection Assignments (controller):

1.	φ2 - SBT	21.	
2.	φ5 - SBL	22.	
3.	φ4 - WBT	23.	
4.	φ7 - WBL	24.	
5.	φ6 - NBT	25.	
6.	φ1 - NBL	26.	
7.	φ8 - EBR	27.	
8.	φ8 - EBT	28.	
9.	φ3 - EBL	29.	
10.		30.	
11.		31.	
12.		32.	
13.		33.	
14.		34.	
15.		35.	
16.		36.	
17.		37.	
18.		38.	
19.		39.	
20.		40.	

Intersection Status Screen Recalls:

PH	1	2	3	4	5	6	7	8
VEH	☐	☐	☐	☐	☐	☐	☐	☐
PED	☐	☐	☐	☐	☐	☐	☐	☐

Notes: Soft Rcls on 14 Mile

Please put any applicable comments on back of this sheet. Deviations from this cover sheet may occur during construction events or with malfunctioning infrastructure. Please contact the TOC with questions.

Pedestrian Detection Assignments (controller):

1.		**Notes:**
2.	W2	
3.		
4.	W4	
5.		
6.	W6	
7.		
8.	W8	

Scheduled Flash:

to N/A

to N/A

S	M	T	W	Th	F	S
☐	☐	☐	☐	☐	☐	☐

Weekday time: _____

Weekend time: _____

Utica at 14 Mile Road

Phase Timing

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Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	3	6	3	6	3	6	3	6	0	0	0	0	0	0	0	0
Veh Ext	1.0	3.0	1.0	3.0	1.0	3.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green 1	10	25	10	15	10	25	10	15	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clr	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv Flash	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bike MG	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
Ped Clr	0	24	0	24	0	26	0	20	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
Sol DW	0.0	3.0	0.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Early Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added	0.0	0.0	0.0	0.0	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 Initial	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
Reduce After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTReduce	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
CS Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Neg Ped	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AP Disc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Return Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Phase Options

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Phases	1-8								9-16							
Min Recalls																
Max Recalls																
Ped Recalls																
Soft Recall		2				6										
Dual Entry		2		4		6		8								
Red Rest																
Walk Rest																
Walk Expand																
Ped Recycle																
Sim Ped Term																
PC Thru Clr		2		4		6		8								
Guar Passage																
No Simult Gap	1		3		5		7									
Yel Lock																
Red Lock																
PhaseNext Lock																
No Term Call	1	2	3	4	5	6	7	8								
Cond Serv																
CS Enable																
Cond Reserve																
Reserve																
Veh Omit																
Ped Omit																
Perm Phase																
Protect Calls																
Protect Calls 2																
Flash Entry				4				8								
Flash Exit		2				6										
Flash Exit Yel																
Flash Exit Red																
Ped Scramble																
No Min Yel																
No Min Red Rev																
Max Scramble Walk																
Flash Yellow																
Flash FYA																
CNA 1																
CNA 2																

Utica at 14 Mile Road

Phase Startup Options

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Startup Flash	5	Mode	Yel->Red
Startup All Red	4	Yellow	0.0

Phases	1-8							9-16							
Startup Phases		2				6										
Startup Yellow																
Startup Red																
Startup No Walk																
Startup Next																
Startup Yel Fls																
Startup FYA																
No Veh Call																
No Ped Call																

Phase Startup Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unit

Red Revert	4.0	Ped Protect	No	AdvFls in Flash	No

Utica at 14 Mile Road

Ring Sequence / Conflicting Phases

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Ringgroup 1

Ring 1	2	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0
Ring 2	6	5	8	7	0	0	0	0	0	0	0	0	0	0	0	0

Ringgroup 2

Custom Sequences

Seq 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Conflicting Phases

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

Utica at 14 Mile Road

MCE Options

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Phases	1-8								9-16							
MCE Ped Protect		2		4		6		8								
MCE Veh Call	1	2	3	4	5	6	7	8								
MCE Ped Call		2		4		6		8								
MCE Veh Omit																
MCE Ped Omit																
MCE Veh Sync	1	2	3	4	5	6	7	8								
MCE Ped Sync		2		4		6		8								
MCE Halt Don't Walk																

LRV Phases	1-8							
MCE LRV Term Early								

Utica at 14 Mile Road

FYA/FRA

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FYA	1	2	3	4	5	6	7	8
Prot Phs	1	0	3	0	5	0	7	0
Opp Thru	2	0	4	0	6	0	8	0
Start Phs	6	0	8	0	2	0	4	0
Opp Ped	2	0	4	0	6	0	8	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Skip Prot Red	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Head Mode	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1

Ped Hawk 1

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 2

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 3

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 4

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Utica at 14 Mile Road

Overlap 1

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Min Green	3.0	Trail Green	0.0	Trail Green 2	0.0	Delay Green	0.0
Yellow	3.6	Red	2.5	Red Revert	0.0		
Walk	0	Ped Clearance	0	Solid DW	0.0	Early Wlk	0.0

Delay Wlk 0.0

Phases	1-8								9-16							
Parents	1															
Negative Green																
Start Next																
Trail Enable																
Trail Ena Next																
Trail Ena 2																
Trail Next 2																
Delay Enable																
Negative Veh																
Negative Ped																
Negative Olap																
Walk Rest																
Walk Thru																
Walk Halt																
Ped Recycle																
Overlap Start																
Overlap Ped Start																
Phase Calls																

Pmt Green	0	Walk	0	Ped Clr	0	
PP Phase	0	PP Delay	0.0			
Min FR	0.0	FR Hold	0.0	FR Delay	0.0	

LRV Start Enable

LRV Enable

Phases	1-8								9-16							
Perm Phases																
Prot Phases																
FR Ena Phases																
FR Grn Phases																
FR Ped Conf																
FR OLPed Conf																

Utica at 14 Mile Road

Overlap Startup Options

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Overlaps	1-8							9-16							
Startup Overlap Green															
Startup Overlap Yellow															

Overlap Startup Timing

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Unit Options

Overlaps	1-8							9-16							
Overlap Ped Recalls															
MCE Olap Ped Protect															
MCE Olap Ped Calls															
MCE Olap Ped Expand															
No Min Yellow															
No Min Red Rev															
Flash Yellow															
No Conflict															
Pre Signal															
Perm Red															
Perm FYA															
Perm FRA															

Utica at 14 Mile Road

Coordination Options

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Sync Time	00:00	RTC Set Time	00:00
Transition Mode	Best 2	Ped Adjust	None
Trans Short %	20	Trans Long %	35
Offset Reference	Lead Grn	Short Cycles	0
Dual Entry	Normal	Overlap F/O	Disabled
Master Sync Mode	RTC	Master Sync Length	0
Adapt Thresh	0	Adapt Step	0
External Plan Max	0		
Hardwire No Match	Sched	Hardwire Sync Fail	0
Override Omit/Recall	No		

Phases	1-8	9-16
No Trans Recall		
Trans Ped Recall		
Trans Phases		

Utica at 14 Mile Road

Hardwire Plans

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Hardwire	Plan Select								Pattern	Offset	Mode
Plan 1									0	0	Hardwire
Plan 2									0	0	Hardwire
Plan 3									0	0	Hardwire
Plan 4									0	0	Hardwire
Plan 5									0	0	Hardwire
Plan 6									0	0	Hardwire
Plan 7									0	0	Hardwire
Plan 8									0	0	Hardwire
Plan 9									0	0	Hardwire
Plan 10									0	0	Hardwire
Plan 11									0	0	Hardwire
Plan 12									0	0	Hardwire
Plan 13									0	0	Hardwire
Plan 14									0	0	Hardwire
Plan 15									0	0	Hardwire
Plan 16									0	0	Hardwire
Plan 17									0	0	Hardwire
Plan 18									0	0	Hardwire
Plan 19									0	0	Hardwire
Plan 20									0	0	Hardwire
Plan 21									0	0	Hardwire
Plan 22									0	0	Hardwire
Plan 23									0	0	Hardwire
Plan 24									0	0	Hardwire
Plan 25									0	0	Hardwire
Plan 26									0	0	Hardwire
Plan 27									0	0	Hardwire
Plan 28									0	0	Hardwire
Plan 29									0	0	Hardwire
Plan 30									0	0	Hardwire
Plan 31									0	0	Hardwire
Plan 32									0	0	Hardwire

Utica at 14 Mile Road

Soft Interconnect

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Mode	Slave	Remote Int Number	0
Yield Delay	0		
Yield Duration	0		
Permissive	0		
Local Hold Limit	0		

Phases	1-8	9-16
Local Control Phases		
Local Hold Phases		
Local Perm Phases		
Local Call Phases		
Remote Perm Phases		
Remote Hold Phases		

Utica at 14 Mile Road

Coordination Pattern 1

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Cycle	100	Ringgroup 1 - Offset 1	6	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	38	12	38	12	38	12	38	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 1

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 2

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	108	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	45	12	49	24	35	12	49	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall				5												
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 2

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 3

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	115	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	15	50	12	43	15	50	12	43	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 3

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 4

09/13/2023 12:41:16 PM

Cycle	100	Ringgroup 1 - Offset 1	6	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	38	12	38	12	38	12	38	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 4

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 5

09/13/2023 12:41:16 PM

Cycle	100	Ringgroup 1 - Offset 1	6	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	38	12	38	12	38	12	38	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 5

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 10

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Cycle	100	Ringgroup 1 - Offset 1	3	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	38	12	38	12	38	12	38	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 10

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 11

09/13/2023 12:41:16 PM

Cycle	100	Ringgroup 1 - Offset 1	89	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	38	12	38	12	38	12	38	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 11

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 12

09/13/2023 12:41:16 PM

Cycle	100	Ringgroup 1 - Offset 1	6	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	43	12	33	12	43	12	33	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 12

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 13

09/13/2023 12:41:16 PM

Cycle	100	Ringgroup 1 - Offset 1	6	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	46	12	30	12	46	12	30	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 13

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 14

09/13/2023 12:41:16 PM

Cycle	100	Ringgroup 1 - Offset 1	6	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	33	12	43	12	33	12	43	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 14

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 15

09/13/2023 12:41:16 PM

Cycle	100	Ringgroup 1 - Offset 1	6	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	30	12	46	12	30	12	46	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 15

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 16

09/13/2023 12:41:16 PM

Cycle	100	Ringgroup 1 - Offset 1	6	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	43	12	33	12	43	12	33	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 16

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 17

09/13/2023 12:41:16 PM

Cycle	100	Ringgroup 1 - Offset 1	6	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	46	12	30	12	46	12	30	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 17

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 18

09/13/2023 12:41:16 PM

Cycle	100	Ringgroup 1 - Offset 1	6	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	33	12	43	12	33	12	43	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 18

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 19

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Cycle	100	Ringgroup 1 - Offset 1	6	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	30	12	46	12	30	12	46	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 19

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 20

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Cycle	120	Ringgroup 1 - Offset 1	110	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	46	14	46	14	46	14	46	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 20

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 21

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Cycle	120	Ringgroup 1 - Offset 1	49	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	46	14	46	14	46	14	46	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 21

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 22

09/13/2023 12:41:16 PM

Cycle: 120 | Ringgroup 1 - Offset 1: 108 | Offset 2: 0 | Offset 3: 0

Ringgroup 2 - Offset 1: 0 | Offset 2: 0 | Offset 3: 0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	60	12	34	24	50	12	34	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode: Sing Band | Max Mode: Max Inh | Walk Rest: Yield

Ped Permissive: Yield

Permissive Limit: 10 | Perm 2 Start: 0 | Perm 2 End: 0

Alt Sequence: 3 | TOD Link: 0

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode: Default

Offset Ref: Default

Adaptive Mode: Disabled

Disable Priority

Progression Phases

Priority Alt Seq

Reserve Extend

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 22

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 23

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	108	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	60	12	34	24	50	12	34	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 23

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 24

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	108	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	50	12	44	24	40	12	44	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 24

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 25

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	108	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	45	12	49	24	35	12	49	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 25

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 26

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	108	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	60	12	34	24	50	12	34	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 26

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 27

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	108	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	60	12	34	24	50	12	34	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 27

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 28

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	108	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	50	12	44	24	40	12	44	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 28

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 29

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	108	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	45	12	49	24	35	12	49	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	3	TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 29

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 32

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	115	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	15	55	12	38	15	55	12	38	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 32

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 33

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	115	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	15	60	12	33	15	60	12	33	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 33

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 34

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Cycle	120	Ringgroup 1 - Offset 1	115	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	15	45	12	48	15	45	12	48	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 34

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 35

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	115	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	15	40	12	53	15	40	12	53	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 35

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 36

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	115	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	15	55	12	38	15	55	12	38	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 36

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 37

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	115	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	15	60	12	33	15	60	12	33	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 37

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 38

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	115	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	15	45	12	48	15	45	12	48	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 38

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 39

09/13/2023 12:41:16 PM

Cycle	120	Ringgroup 1 - Offset 1	115	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	15	40	12	53	15	40	12	53	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	240	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 39

09/13/2023 12:41:16 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 80

09/13/2023 12:41:16 PM

Cycle	180	Ringgroup 1 - Offset 1	138	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	22	68	22	68	22	68	22	68	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 80

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 81

09/13/2023 12:41:16 PM

Cycle	180	Ringgroup 1 - Offset 1	16	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	22	68	22	68	22	68	22	68	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 81

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 82

09/13/2023 12:41:16 PM

Cycle	180	Ringgroup 1 - Offset 1	70	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	60	18	84	18	60	18	84	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 82

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 83

09/13/2023 12:41:16 PM

Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	21	87	18	54	21	87	18	54	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 83

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 84

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Cycle	180	Ringgroup 1 - Offset 1	71	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	40	18	104	18	40	18	104	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 84

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 85

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Cycle	180	Ringgroup 1 - Offset 1	147	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	21	87	18	54	21	87	18	54	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0	0

Utica at 14 Mile Road

Coordination Pattern 85

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 86

09/13/2023 12:41:16 PM

Cycle	180	Ringgroup 1 - Offset 1	91	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	35	18	115	12	35	18	115	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 86

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 87

09/13/2023 12:41:16 PM

Cycle	180	Ringgroup 1 - Offset 1	9	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	115	12	35	18	115	12	35	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		9
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	4	5	0	0	0	0	0	0	1	2	0	0	0	0	0	0
Recovery Min Green	0	0	0	10	251	41	1	1	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 87

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 88

09/13/2023 12:41:16 PM

Cycle	180	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	12	35	18	115	12	35	18	115	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 88

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 89

09/13/2023 12:41:16 PM

Cycle	180	Ringgroup 1 - Offset 1	155	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	18	115	12	35	18	115	12	35	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases	1	9
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 89

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 102

09/13/2023 12:41:16 PM

Cycle	180	Ringgroup 1 - Offset 1	35	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	120	12	34	24	110	12	34	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 102

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	5	4	0	3	5	4	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	12	11	0	10	10	9	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh Ext	0.3	0.5	0.0	0.4	0.3	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	1.1	1.1	0.0	1.0	0.9	0.9	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 104

09/13/2023 12:41:16 PM

Cycle	180	Ringgroup 1 - Offset 1	1	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	44	12	110	24	34	12	110	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																	
Progression Phases																	
Priority Alt Seq																	
Reserve Extend																	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

Utica at 14 Mile Road

Coordination Pattern 104

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 106

09/13/2023 12:41:16 PM

Cycle	180	Ringgroup 1 - Offset 1	35	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	120	12	34	24	110	12	34	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 106

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 108

09/13/2023 12:41:16 PM

Cycle	180	Ringgroup 1 - Offset 1	15	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	14	44	12	110	24	34	12	110	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	8	12	8	12	8	12	8	12	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases				4				8								
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Coordination Pattern 108

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Preempt Inputs

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Preempt Input	1	2	3	4	5	6	7	8	9	10
Delay	0	0	2	0	2	0	0	0	0	0
Checkout Limit	0	0	0	0	0	0	0	0	0	0
Locked	No	No	No	No	Yes	Yes	No	No	No	No
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Input Number	0	0	0	0	0	0	0	0	0	0
Input Priority	All	All	All	All	All	All	All	All	All	All
Delay Mode	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp

Preempt Priority

Preempt	1	2	3	4	5	6	7	8	9	10
Priority	0	0	0	0	0	0	0	0	0	0

Remote Preemption

Remote Preempt	RM 1	RM 2	RM 3	RM 4	RM 5	RM 6	RM 7	RM 8
Int Number	0	0	0	0	0	0	0	0
PE Number	0	0	0	0	0	0	0	0
Mode	Dis	Dis	Dis	Dis	Dis	Dis	Dis	Dis
Slack	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0
Alt TT 1	0	0	0	0	0	0	0	0
Alt TT 2	0	0	0	0	0	0	0	0
Alt TT 3	0	0	0	0	0	0	0	0
Alt TT 4	0	0	0	0	0	0	0	0
Alt TT 5	0	0	0	0	0	0	0	0
Alt TT 6	0	0	0	0	0	0	0	0
Alt TT 7	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Preempt 3 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	In Step
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16
Enable Phases		
Preempt Inputs	3	

	1-8		
LRV Disable		Max	0
LRV Dwell Flash			
LRV Omit		Delay	0
LRV No Yel			

Preempt 3 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16
Omit Olap Grn Clr		
Phs EWlk to Grn		
TClr 1 Veh Phases		
TClr 1 Ped Phases		
TClr 1 Olap		
TClr 1 Olap Ped		
TClr 2 Veh Phases		
TClr 2 Ped Phases		
TClr 2 Olap		
TClr 2 Olap Ped		
Init Dwell Phases		
Dwell Veh Phases	1 6	
Dwell Ped Phases		
Dwell Olap		
Dwell Olap Ped		
Exit Veh Phases	2 6	
Exit Ped Phases		
Exit Olap		
Exit Olap Ped		
Zero Phase Walk		
Zero Phase Ped Clr		
Zero Phase Green		
Zero Olap Walk		
Zero Olap Ped Clr		
Zero Olap Green		
Dwell-Phase Red		
Dwell-Phase Red Flash		
Dwell-Phase Yel Flash		
Dwell-Olap Red Flash		
Dwell-Olap Yel Flash		
Dwell-Ped Dark		
Dwell-Olap Ped Dark		

Start Green	0	Start Walk	0
		Start Ped Clr	0
Track Clear 1	0	Track Clear 2	0
TC1 Extend	0	TC1 Max	0
Exit Ped Clr	0	Exit Yellow	0.0
Exit Red	0.0		
Min Dwell	5	Min Duration	0
Dwell Extend	2		
Max Dwell	0	Max Call	0
Reserve Inh Same	0		
Reserve Inh All	0		
Delay	0		

Phases/Overlaps	1-8	9-16
TClr 1 FR Olap		
TClr 2 FR Olap		
Dwell FR Olap		
TClr 1 FYA		
TClr 2 FYA		
Dwell FYA		

Utica at 14 Mile Road

Preempt 4 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	In Step Prog
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16
Enable Phases		
Preempt Inputs	4	

	1-8		
LRV Disable		Max	0
LRV Dwell Flash			
LRV Omit		Delay	0
LRV No Yel			

Preempt 4 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16
Omit Olap Grn Clr		
Phs EWlk to Grn		
TClr 1 Veh Phases		
TClr 1 Ped Phases		
TClr 1 Olap		
TClr 1 Olap Ped		
TClr 2 Veh Phases		
TClr 2 Ped Phases		
TClr 2 Olap		
TClr 2 Olap Ped		
Init Dwell Phases		
Dwell Veh Phases	2 5	
Dwell Ped Phases		
Dwell Olap		
Dwell Olap Ped		
Exit Veh Phases	2 6	
Exit Ped Phases		
Exit Olap		
Exit Olap Ped		
Zero Phase Walk		
Zero Phase Ped Clr		
Zero Phase Green		
Zero Olap Walk		
Zero Olap Ped Clr		
Zero Olap Green		
Dwell-Phase Red		
Dwell-Phase Red Flash		
Dwell-Phase Yel Flash		
Dwell-Olap Red Flash		
Dwell-Olap Yel Flash		
Dwell-Ped Dark		
Dwell-Olap Ped Dark		

Start Green	0	Start Walk	0
		Start Ped Clr	0
Track Clear 1	0	Track Clear 2	0
TC1 Extend	0	TC1 Max	0
Exit Ped Clr	0	Exit Yellow	0.0
Exit Red	0.0		
Min Dwell	5	Min Duration	0
Dwell Extend	2		
Max Dwell	0	Max Call	0
Reserve Inh Same	0		
Reserve Inh All	0		
Delay	0		

Phases/Overlaps	1-8	9-16
TClr 1 FR Olap		
TClr 2 FR Olap		
Dwell FR Olap		
TClr 1 FYA		
TClr 2 FYA		
Dwell FYA		

Utica at 14 Mile Road

Preempt 5 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	In Step
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16
Enable Phases		
Preempt Inputs	5	

	1-8		
LRV Disable		Max	0
LRV Dwell Flash			
LRV Omit		Delay	0
LRV No Yel			

Preempt 5 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16
Omit Olap Grn Clr		
Phs EWlk to Grn		
TClr 1 Veh Phases		
TClr 1 Ped Phases		
TClr 1 Olap		
TClr 1 Olap Ped		
TClr 2 Veh Phases		
TClr 2 Ped Phases		
TClr 2 Olap		
TClr 2 Olap Ped		
Init Dwell Phases		
Dwell Veh Phases	3, 8	
Dwell Ped Phases		
Dwell Olap		
Dwell Olap Ped		
Exit Veh Phases	4, 8	
Exit Ped Phases		
Exit Olap		
Exit Olap Ped		
Zero Phase Walk		
Zero Phase Ped Clr		
Zero Phase Green		
Zero Olap Walk		
Zero Olap Ped Clr		
Zero Olap Green		
Dwell-Phase Red		
Dwell-Phase Red Flash		
Dwell-Phase Yel Flash		
Dwell-Olap Red Flash		
Dwell-Olap Yel Flash		
Dwell-Ped Dark		
Dwell-Olap Ped Dark		

Start Green	0	Start Walk	0
		Start Ped Clr	0
Track Clear 1	0	Track Clear 2	0
TC1 Extend	0	TC1 Max	0
Exit Ped Clr	0	Exit Yellow	0.0
Exit Red	0.0		
Min Dwell	5	Min Duration	0
Dwell Extend	2		
Max Dwell	0	Max Call	0
Reserve Inh Same	0		
Reserve Inh All	0		
Delay	0		

Phases/Overlaps	1-8	9-16
TClr 1 FR Olap		
TClr 2 FR Olap		
Dwell FR Olap		
TClr 1 FYA		
TClr 2 FYA		
Dwell FYA		

Utica at 14 Mile Road

Preempt 6 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	In Step Prog
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16
Enable Phases		
Preempt Inputs	6	

	1-8		
LRV Disable		Max	0
LRV Dwell Flash			
LRV Omit		Delay	0
LRV No Yel			

Preempt 6 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16
Omit Olap Grn Clr		
Phs EWlk to Grn		
TClr 1 Veh Phases		
TClr 1 Ped Phases		
TClr 1 Olap		
TClr 1 Olap Ped		
TClr 2 Veh Phases		
TClr 2 Ped Phases		
TClr 2 Olap		
TClr 2 Olap Ped		
Init Dwell Phases		
Dwell Veh Phases	4 7	
Dwell Ped Phases		
Dwell Olap		
Dwell Olap Ped		
Exit Veh Phases	4 8	
Exit Ped Phases		
Exit Olap		
Exit Olap Ped		
Zero Phase Walk		
Zero Phase Ped Clr		
Zero Phase Green		
Zero Olap Walk		
Zero Olap Ped Clr		
Zero Olap Green		
Dwell-Phase Red		
Dwell-Phase Red Flash		
Dwell-Phase Yel Flash		
Dwell-Olap Red Flash		
Dwell-Olap Yel Flash		
Dwell-Ped Dark		
Dwell-Olap Ped Dark		

Start Green	0	Start Walk	0
		Start Ped Clr	0
Track Clear 1	0	Track Clear 2	0
TC1 Extend	0	TC1 Max	0
Exit Ped Clr	0	Exit Yellow	0.0
Exit Red	0.0		
Min Dwell	5	Min Duration	0
Dwell Extend	2		
Max Dwell	0	Max Call	0
Reserve Inh Same	0		
Reserve Inh All	0		
Delay	0		

Phases/Overlaps	1-8	9-16
TClr 1 FR Olap		
TClr 2 FR Olap		
Dwell FR Olap		
TClr 1 FYA		
TClr 2 FYA		
Dwell FYA		

Utica at 14 Mile Road

Soft Preempt 1 - Misc

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Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

Utica at 14 Mile Road

Soft Preempt 2 - Misc

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Dwell Step: 0

Override SPE Flash: No

Override Steps:

Phases/Overlaps	1-8	9-16
Dwl Phase Red		
Dwl Phase Red Flash		
Dwl Phase Yel Flash		
Dwl Olap Red Flash		
Dwl Ped Dark		
Dwl Olap Ped Dark		
Dwl Zero Phase Ped Clr		
Dwl Zero Phase Green		
Dwl Zero Olap Ped Clr		
Dwl Zero Olap Green		

Utica at 14 Mile Road

Soft Preempt 3 - Misc

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Dwell Step: 0

Override SPE Flash: No

Override Steps:

Phases/Overlaps	1-8	9-16
Dwl Phase Red		
Dwl Phase Red Flash		
Dwl Phase Yel Flash		
Dwl Olap Red Flash		
Dwl Ped Dark		
Dwl Olap Ped Dark		
Dwl Zero Phase Ped Clr		
Dwl Zero Phase Green		
Dwl Zero Olap Ped Clr		
Dwl Zero Olap Green		

Utica at 14 Mile Road

Soft Preempt 4 - Misc

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Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

Utica at 14 Mile Road

TOD Pattern Events

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	Time	DOW							Holidays								Mode	Pattern	Offset
Event 1	00:00	S	M	T	W	T	F	S									Free	0	0
Event 2	06:00	S						S									Sched	1	1
Event 3	06:00		M	T	W	T	F										Sched	2	1
Event 4	09:00		M	T	W	T	F										Sched	1	1
Event 5	10:00							S									Sched	4	1
Event 6	10:00	S															Sched	5	1
Event 7	13:30		M	T	W	T	F										Sched	3	1
Event 8	19:00	S	M	T	W	T	F	S									Sched	1	1
Event 9	00:00																Sched	0	0
Event 10	00:00																Sched	0	0
Event 11	00:00																Sched	0	0
Event 12	00:00																Sched	0	0
Event 13	00:00																Sched	0	0
Event 14	00:00																Sched	0	0
Event 15	00:00																Sched	0	0
Event 16	00:00																Sched	0	0
Event 17	00:00																Sched	0	0
Event 18	00:00																Sched	0	0
Event 19	00:00																Sched	0	0
Event 20	00:00																Sched	0	0
Event 21	00:00																Sched	0	0
Event 22	00:00																Sched	0	0
Event 23	00:00																Sched	0	0
Event 24	00:00																Sched	0	0
Event 25	00:00																Sched	0	0
Event 26	00:00																Sched	0	0
Event 27	00:00																Sched	0	0
Event 28	00:00																Sched	0	0
Event 29	00:00																Sched	0	0
Event 30	00:00																Sched	0	0
Event 31	00:00																Sched	0	0
Event 32	00:00																Sched	0	0

Utica at 14 Mile Road

Holidays

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	Active Holidays								Month	Day	DOW							WOM
Date 1									0	0								0
Date 2									0	0								0
Date 3									0	0								0
Date 4									0	0								0
Date 5									0	0								0
Date 6									0	0								0
Date 7									0	0								0
Date 8									0	0								0
Date 9									0	0								0
Date 10									0	0								0
Date 11									0	0								0
Date 12									0	0								0
Date 13									0	0								0
Date 14									0	0								0
Date 15									0	0								0
Date 16									0	0								0
Date 17									0	0								0
Date 18									0	0								0
Date 19									0	0								0
Date 20									0	0								0
Date 21									0	0								0
Date 22									0	0								0
Date 23									0	0								0
Date 24									0	0								0
Date 25									0	0								0
Date 26									0	0								0
Date 27									0	0								0
Date 28									0	0								0
Date 29									0	0								0
Date 30									0	0								0
Date 31									0	0								0
Date 32									0	0								0

Utica at 14 Mile Road

Load Switch Outputs (BIU 1)

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	LS 1	LS 2	LS 3	LS 4	LS 5	LS 6	LS 7	LS 8
Red Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Red Index	0	2	0	4	0	6	0	8
Yellow Function	OlpYel	VehYel	VehYel	VehYel	VehYel	VehYel	VehYel	VehYel
Yellow Index	1	2	0	4	0	6	0	8
Green Function	VehGrn	VehGrn	VehGrn	VehGrn	VehGrn	VehGrn	VehGrn	VehGrn
Green Index	1	2	3	4	5	6	7	8

Load Switch Outputs (BIU 2)

	LS 9	LS 10	LS 11	LS 12	LS 13	LS 14	LS 15	LS 16
Red Function	DntWlk	DntWlk	DntWlk	DntWlk	VehRed	VehRed	VehRed	VehRed
Red Index	2	4	6	8	1	3	5	7
Yellow Function	PedClr	PedClr	PedClr	PedClr	VehYel	VehYel	VehYel	VehYel
Yellow Index	2	4	6	8	1	3	5	7
Green Function	Walk	Walk	Walk	Walk	VehYel	VehYel	VehYel	VehYel
Green Index	2	4	6	8	101	103	105	107

Utica at 14 Mile Road

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T/F Outputs (BIU 1)

	I/O 10	I/O 11	I/O 12	I/O 13
Output	Spec Func	VehRed	VehRed	VehRed
Index	1	0	0	0

T/F Outputs (BIU 2)

	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

T/F Outputs (BIU 3)

	OUT 1	OUT 2	OUT 3	OUT 4	OUT 5	OUT 6	OUT 7	OUT 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	OUT 9	OUT 10	OUT 11	OUT 12	OUT 13	OUT 14	OUT 15	I/O 1
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6
Output	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0

T/F Outputs (BIU 4)

	OUT 1	OUT 2	OUT 3	OUT 4	OUT 5	OUT 6	OUT 7	OUT 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	OUT 9	OUT 10	OUT 11	OUT 12	OUT 13	OUT 14	OUT 15	I/O 1
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7	I/O 8	I/O 9
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Detector Inputs (BIU 9)

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	Det 1	Det 2	Det 3	Det 4	Det 5	Det 6	Det 7	Det 8
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	1	2	3	4	5	6	7	8
	Det 9	Det 10	Det 11	Det 12	Det 13	Det 14	Det 15	Det 16
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	9	10	11	12	13	14	15	16

Detector Inputs (BIU 10)

	Det 17	Det 18	Det 19	Det 20	Det 21	Det 22	Det 23	Det 24
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	Det 25	Det 26	Det 27	Det 28	Det 29	Det 30	Det 31	Det 32
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Detector Inputs (BIU 11)

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	Det 33	Det 34	Det 35	Det 36	Det 37	Det 38	Det 39	Det 40
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Det 41	Det 42	Det 43	Det 44	Det 45	Det 46	Det 47	Det 48
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

Detector Inputs (BIU 12)

	Det 49	Det 50	Det 51	Det 52	Det 53	Det 54	Det 55	Det 56
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Det 57	Det 58	Det 59	Det 60	Det 61	Det 62	Det 63	Det 64
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

T/F Inputs (BIU 1)

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	I/O 14	I/O 15	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21
Input	Preempt	Preempt	None	None	None	None	ManCtrl	IntAdv
Index	1	2	0	0	0	0	1	1

	I/O 22	I/O 23	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5
Input	MinRec	ExtStr	None	StopTm	StopTm	MaxII	MaxII	Force
Index	1	1	0	5	5	1	2	1

	IN 6	IN 7	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	Force	None	None	PedDet	PedDet	PedDet	PedDet
Index	2	0	0	1	2	3	4

T/F Inputs (BIU 2)

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	Preempt	Preempt	Preempt	Preempt	None	None	None	None
Index	3	4	5	6	0	0	0	0

	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5	IN 6	IN 7
Input	None	MaxInh	MaxInh	LocFlash	None	Alarm	Alarm	None
Index	0	1	2	1	0	1	2	0

	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	PedDet	PedDet	PedDet	PedDet
Index	0	5	6	7	8

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T/F Inputs (BIU 3)

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	I/O 7	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 15	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 23	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5	IN 6
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 7	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

T/F Inputs (BIU 4)

	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15	I/O 16	I/O 17
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23	I/O 24	IN 1
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 2	IN 3	IN 4	IN 5	IN 6	IN 7	IN 8	OPTO 1
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None
Index	0	0	0

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TS1 Outputs (Connector A)

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	Pin D	Pin E	Pin F	Pin G	Pin H	Pin J	Pin X	Pin Y
Output	VehRed	VehRed	VehRed	GenOut	GenOut	OlpGrn	VehRed	VehRed
Index	1	0	2	1	13	1	0	0

	Pin Z	Pin a	Pin b	Pin c	Pin d	Pin e	Pin r	Pin s
Output	VehYel	VehRed	VehYel	VehGrn	PhsChk	PhsOn	VehRed	VehGrn
Index	1	0	2	2	2	2	0	1

	Pin t	Pin u	Pin CC	Pin DD
Output	VehRed	PhsChk	VehRed	PhsOn
Index	0	1	0	1

TS1 Outputs (Connector B)

	Pin A	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H	Pin J
Output	VehRed	VehRed	VehGrn	VehYel	VehRed	VehRed	GenOut	GenOut
Index	0	0	3	3	3	4	14	3

	Pin K	Pin Y	Pin Z	Pin a	Pin b	Pin c	Pin d	Pin e
Output	PhsChk	VehRed	VehRed	VehRed	VehGrn	VehYel	OlpGrn	PhsOn
Index	4	0	0	0	4	4	3	4

	Pin f	Pin p	Pin q	Pin r	Pin s	Pin t	Pin u	Pin w
Output	PhsNxt	PedClr	DntWlk	PhsChk	PhsOn	PhsNxt	DntWlk	Walk
Index	4	2	2	3	3	3	8	8

	Pin AA	Pin BB	Pin CC	Pin DD	Pin EE	Pin FF	Pin GG	Pin HH
Output	Walk	PedClr	DntWlk	DntWlk	PedClr	Walk	Walk	PedClr
Index	2	4	4	6	8	6	4	6

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TS1 Outputs (Connector C)

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	Pin A	Pin B	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H
Output	VehRed	VehRed	GenOut	VehRed	VehYel	VehRed	VehRed	VehRed
Index	0	0	7	8	7	7	6	5
	Pin J	Pin K	Pin L	Pin M	Pin N	Pin c	Pin d	Pin e
Output	VehYel	VehRed	VehRed	PhsNxt	PhsOn	VehRed	OlpGrn	VehYel
Index	5	0	0	5	5	0	7	8
	Pin f	Pin g	Pin h	Pin i	Pin j	Pin k	Pin w	Pin x
Output	VehGrn	VehGrn	VehYel	VehGrn	VehRed	PhsChk	GenOut	VehGrn
Index	7	6	6	5	0	5	16	8
	Pin y	Pin z	Pin AA	Pin BB	Pin CC	Pin DD	Pin FF	Pin GG
Output	VehRed	GenOut	GenOut	PhsChk	PhsOn	PhsNxt	PhsChk	PhsOn
Index	0	5	15	6	6	6	8	8
	Pin HH	Pin JJ	Pin KK	Pin LL	Pin MM	Pin NN	Pin PP	
Output	PhsNxt	VehRed	VehRed	OlpGrn	PhsChk	PhsOn	PhsNxt	
Index	8	0	0	5	7	7	7	

TS1 Outputs (Connector D)

	Pin z	Pin AA	Pin BB	Pin CC	Pin DD	Pin EE	Pin FF	Pin GG
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	Pin HH	Pin JJ	Pin LL					
Output	VehRed	VehRed	VehRed					
Index	0	0	0					

Utica at 14 Mile Road

TS1 Inputs (Connector A)

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	Pin K	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S	Pin T
Input	VehDet	PedDet	VehDet	StopTm	MaxInh	ExtStr	IntAdv	None
Index	2	2	10	5	1	1	1	0

	Pin f	Pin g	Pin h	Pin i	Pin j	Pin k	Pin m	Pin n
Input	VehDet	VehDet	VehDet	Force	MinRec	ManCtrl	CNA	None
Index	1	9	9	1	1	1	1	0

	Pin q	Pin v	Pin w	Pin x	Pin y	Pin z	Pin AA	Pin BB
Input	None	VehDet	OmtRed	RedRst	None	CNA	None	None
Index	0	26	1	1	0	2	0	0

	Pin EE	Pin FF	Pin GG	Pin HH
Input	VehDet	PedRcy	MaxII	None
Index	25	1	1	0

TS1 Inputs (Connector B)

	Pin B	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S	Pin T
Input	None	VehDet	PedDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	4	4	3	10	19	18	29

	Pin U	Pin V	Pin W	Pin X	Pin g	Pin h	Pin i	Pin j
Input	VehDet	PedRcy	None	None	VehDet	VehDet	VehDet	VehDet
Index	17	2	0	0	20	12	11	27

	Pin k	Pin m	Pin n	Pin v	Pin x	Pin z
Input	VehDet	VehDet	VehDet	None	VehDet	MaxII
Index	30	31	32	0	28	2

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TS1 Inputs (Connector C)

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	Pin P	Pin R	Pin S	Pin T	Pin U	Pin V	Pin W	Pin X
Input	VehDet	VehDet	VehDet	PedDet	VehDet	VehDet	PedDet	VehDet
Index	5	11	6	6	12	7	8	16
	Pin Y	Pin Z	Pin a	Pin b	Pin m	Pin n	Pin p	Pin q
Input	Force	StopTm	MaxInh	None	VehDet	VehDet	VehDet	VehDet
Index	2	5	2	0	13	21	14	22
	Pin r	Pin s	Pin t	Pin u	Pin v	Pin EE		
Input	VehDet	VehDet	VehDet	RedRst	OmtRed	VehDet		
Index	23	24	8	2	2	15		

TS1 Inputs (Connector D)

	Pin A	Pin B	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin J	Pin K	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin T	Pin U	Pin V	Pin W	Pin X	Pin Y	Pin Z	Pin a
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin b	Pin c	Pin d	Pin e	Pin f	Pin g	Pin h	Pin i
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin j	Pin k	Pin m	Pin n	Pin p	Pin q	Pin r	Pin s
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin t	Pin u	Pin v	Pin w	Pin x	Pin y		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica at 14 Mile Road

332/336 Outputs (Connector C1S)

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	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8	Pin 9
Output	DntWlk	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	4	4	4	4	4	3	3	3
	Pin 10	Pin 11	Pin 12	Pin 13	Pin 15	Pin 16	Pin 17	Pin 18
Output	DntWlk	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	2	2	2	2	2	1	1	1
	Pin 19	Pin 20	Pin 21	Pin 22	Pin 23	Pin 24	Pin 25	Pin 26
Output	DntWlk	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	8	8	8	8	8	7	7	7
	Pin 27	Pin 28	Pin 29	Pin 30	Pin 31	Pin 32	Pin 33	Pin 34
Output	DntWlk	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	6	6	6	6	6	5	5	5
	Pin 35	Pin 36	Pin 37	Pin 38	Pin 83	Pin 84	Pin 85	Pin 86
Output	PedClr	PedClr	PedClr	PedClr	VehRed	VehRed	OlpRed	OlpYel
Index	2	6	4	8	0	0	12	12
	Pin 87	Pin 88	Pin 89	Pin 90	Pin 91	Pin 93	Pin 94	Pin 95
Output	OlpGrn	OlpRed	OlpYel	OlpGrn	VehRed	VehRed	OlpRed	OlpYel
Index	12	11	11	11	0	0	10	10
	Pin 96	Pin 97	Pin 98	Pin 99	Pin 100	Pin 101	Pin 102	Pin 103
Output	OlpGrn	OlpRed	OlpYel	OlpGrn	VehRed	VehGrn	VehRed	VehRed
Index	10	9	9	9	0	16	0	0

332/336 Outputs (Connector C11S)

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

332/336 Inputs (Connector C1S)

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	Pin 39	Pin 40	Pin 41	Pin 42	Pin 43	Pin 44	Pin 45	Pin 46
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	1	2	3	4	5	6	7	8

	Pin 47	Pin 48	Pin 49	Pin 50	Pin 51	Pin 52	Pin 53	Pin 54
Input	VehDet	VehDet	VehDet	VehDet	Preempt	Preempt	ManCtrl	None
Index	9	10	11	12	1	2	5	0

	Pin 55	Pin 56	Pin 57	Pin 58	Pin 59	Pin 60	Pin 61	Pin 62
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	13	14	15	16	17	18	19	20

	Pin 63	Pin 64	Pin 65	Pin 66	Pin 67	Pin 68	Pin 69	Pin 70
Input	VehDet	VehDet	VehDet	VehDet	PedDet	PedDet	PedDet	PedDet
Index	21	22	23	24	2	4	6	8

	Pin 71	Pin 72	Pin 73	Pin 74	Pin 75	Pin 76	Pin 77	Pin 78
Input	Preempt	Preempt	Preempt	Preempt	None	VehDet	VehDet	VehDet
Index	3	4	5	6	0	25	26	27

	Pin 79	Pin 80	Pin 81	Pin 82
Input	VehDet	IntAdv	LocFlash	StopTm
Index	28	5	5	5

332/336 Inputs (Connector C11S)

	Pin 10	Pin 11	Pin 12	Pin 13	Pin 15	Pin 16	Pin 17	Pin 18
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 19	Pin 20	Pin 21	Pin 22	Pin 23	Pin 24	Pin 25	Pin 26
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 27	Pin 28	Pin 29	Pin 30
Input	None	None	None	None
Index	0	0	0	0

Utica at 14 Mile Road

ITS Outputs (14 Pack-1)

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	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Output	ManCtrl	IntAdv	StopTm	None
Index	5	5	5	0

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk	PedClr
Index	1	1	1	2	2	2	2	2

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk
Index	2	3	3	3	4	4	4	4

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	PedClr	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	4	4	5	5	5	6	6	6

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	DntWlk	PedClr	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel
Index	6	6	6	7	7	7	8	8

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehGrn	DntWlk	PedClr	Walk	OlpDW	OlpPC	OlpWlk	OlpDW
Index	8	8	8	8	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	OlpPC	OlpWlk	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Utica at 14 Mile Road

ITS Outputs (14 Pack-3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel	OlpGrn	OlpDW	OlpPC
Index	9	9	9	13	13	13	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	OlpWlk	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel	OlpGrn	OlpDW
Index	0	10	10	10	14	14	14	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	OlpPC	OlpWlk	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel	OlpGrn
Index	0	0	11	11	11	15	15	15
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	OlpDW	OlpPC	OlpWlk	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel
Index	0	0	0	12	12	12	16	16
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	OlpGrn	OlpWlk	OlpPC	OlpWlk	OlpDW	OlpPC	OlpWlk	OlpDW
Index	16	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	OlpPC	OlpWlk	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Utica at 14 Mile Road

ITS Outputs (6 Pack-1)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk	PedClr
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	PedClr	Walk	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Utica at 14 Mile Road

ITS Outputs (6 Pack-2)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk	PedClr
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	PedClr	Walk	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Utica at 14 Mile Road

ITS Outputs (6 Pack-3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	OlpRed	OlpYel	VehGrn	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	OlpGrn	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel	OlpGrn	OlpRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	OlpYel	OlpGrn	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Utica at 14 Mile Road

ITS Outputs (6 Pack-4)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Utica at 14 Mile Road

ITS Inputs (Input Asm 1)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	VehDet	VehDet	PedDet	PedDet	PedDet	PedDet	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica at 14 Mile Road

ITS Inputs (Input Asm 2)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	VehDet	VehDet	Alarm	Alarm	Alarm	Alarm	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica at 14 Mile Road

ITS Inputs (Input Asm 3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica at 14 Mile Road

ITS Inputs (Input Asm 4)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica at 14 Mile Road

ITS Inputs (Input Asm 5)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

Utica at 14 Mile Road

Cabinet / MMU Configuration

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Cabinet Type	TS2-2N
MMU Disable	No

MMU Channel Ignore — 1-8: ☐☐☐☐☐☐☐☐ 9-16: ☐☐☐☐3456

Det BIU 1-No Fail Call — 1-8: ☐☐☐☐☐☐☐☐ 9-16: ☐☐☐☐☐☐☐☐

Det BIU 2-No Fail Call — 1-8: ☐☐☐☐☐☐☐☐ 9-16: ☐☐☐☐☐☐☐☐

Alt LS Flash — 1-8: ☐☐☐☐☐☐☐☐ 9-16: ☐☐☐☐☐☐☐☐

Alt Phase Flash — 1-8: ☐☐☐☐☐☐☐☐ 9-16: ☐☐☐☐☐☐☐☐

Alt Overlap Flash — 1-8: ☐☐☐☐☐☐☐☐ 9-16: ☐☐☐☐☐☐☐☐

Alt LRV Flash — 1-8: ☐☐☐☐☐☐☐☐ 9-16: ☐☐☐☐☐☐☐☐

CMU Channel Ignore — 1-8: ☐☐☐☐☐☐☐☐ 9-16: ☐☐☐☐☐☐☐☐

17-24: ☐☐☐☐☐☐☐☐ 25-32: ☐☐☐☐☐☐☐☐

Det IASM1-Det Diag — 1-8: ☐☐☐☐☐☐☐☐ 9-16: ☐☐☐☐☐☐☐☐

17-24: ☐☐☐☐☐☐☐☐

Det IASM2-Det Diag — 1-8: ☐☐☐☐☐☐☐☐ 9-16: ☐☐☐☐☐☐☐☐

17-24: ☐☐☐☐☐☐☐☐

Phase / Overlap Outputs

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

LRV Outputs

	LRV
1	2 Head
2	2 Head
3	2 Head
4	2 Head
5	2 Head
6	2 Head
7	2 Head
8	2 Head

Utica at 14 Mile Road

I/O Logic Channels

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	Func1	Idx	Oper	Func2	Idx	Out1	Idx	Out2	Idx	Dly	Ext	Trig	Fls
Chan 1	PedDet	2	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 2	PedDet	4	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 3	PedDet	6	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 4	PedDet	8	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 5	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 6	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 7	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 8	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 9	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 10	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 11	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 12	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 13	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 14	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 15	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 16	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 17	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 18	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 19	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 20	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 21	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 22	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 23	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 24	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 25	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 26	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 27	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 28	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 29	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 30	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 31	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 32	None	0	Or	None	0	None	0	None	0	0	0	No	No

Utica at 14 Mile Road

Vehicle Detector 1

09/13/2023 12:41:16 PM

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0		
Mode	No Disc	Added	Disabled	System	Disabled				
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0
Delay 2	0.0								

Phases	1-8							9-16							
Call Phases		2													
Yellow Lock Phases															
Red Lock Phases															
Extend Phases		2													
XSwitch Phases															
Bike Call Phases															

Vehicle Detector 2

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0		
Mode	FYA2	Added	Disabled	System	Disabled				
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0
Delay 2	0.0								

Phases	1-8							9-16							
Call Phases					5										
Yellow Lock Phases															
Red Lock Phases															
Extend Phases					5										
XSwitch Phases	1	2				6									
Bike Call Phases															

Utica at 14 Mile Road

Vehicle Detector 3

09/13/2023 12:41:16 PM

Delay	Extend	Carryover	Queue Limit
0.0	0.0	0.0	0

Mode	Added	System
No Disc	Disabled	Disabled

Fail Mode	Max Pres	No Act	Erratic	Fail Time
None	2880	0	0	0

Delay 2: 0.0

Phases	1-8	9-16
Call Phases	4	
Yellow Lock Phases		
Red Lock Phases		
Extend Phases	4	
XSwitch Phases		
Bike Call Phases		

Vehicle Detector 4

Delay	Extend	Carryover	Queue Limit
0.0	0.0	0.0	0

Mode	Added	System
FYA2	Disabled	Disabled

Fail Mode	Max Pres	No Act	Erratic	Fail Time
None	2880	0	0	0

Delay 2: 0.0

Phases	1-8	9-16
Call Phases	7	
Yellow Lock Phases		
Red Lock Phases		
Extend Phases	7	
XSwitch Phases	3 4 8	
Bike Call Phases		

Utica at 14 Mile Road

Vehicle Detector 5

09/13/2023 12:41:16 PM

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8								9-16							
Call Phases						6										
Yellow Lock Phases																
Red Lock Phases																
Extend Phases						6										
XSwitch Phases																
Bike Call Phases																

Vehicle Detector 6

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	FYA2	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8								9-16							
Call Phases	1															
Yellow Lock Phases																
Red Lock Phases																
Extend Phases	1															
XSwitch Phases		2			5	6										
Bike Call Phases																

Utica at 14 Mile Road

Vehicle Detector 7

09/13/2023 12:41:16 PM

Delay	10.0	Extend	0.0	Carryover	0.0	Queue Limit	0						
Mode	No Disc	Added	Disabled	System	Disabled								
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0				
Delay 2	0.0												

Phases	1-8								9-16							
Call Phases								8								
Yellow Lock Phases																
Red Lock Phases																
Extend Phases								8								
XSwitch Phases																
Bike Call Phases																

Vehicle Detector 8

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0						
Mode	No Disc	Added	Disabled	System	Disabled								
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0				
Delay 2	0.0												

Phases	1-8								9-16							
Call Phases								8								
Yellow Lock Phases																
Red Lock Phases																
Extend Phases								8								
XSwitch Phases																
Bike Call Phases																

Utica at 14 Mile Road

Vehicle Detector 9

09/13/2023 12:41:16 PM

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0		
Mode	FYA2	Added	Disabled	System	Disabled				
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0
Delay 2	0.0								

Phases	1-8							9-16							
Call Phases			3												
Yellow Lock Phases															
Red Lock Phases															
Extend Phases			3												
XSwitch Phases				4			7	8							
Bike Call Phases															

Vehicle Detector 61

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0		
Mode	No Disc	Added	Disabled	System	Disabled				
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0
Delay 2	0.0								

Phases	1-8							9-16							
Call Phases				4											
Yellow Lock Phases															
Red Lock Phases				4											
Extend Phases															
XSwitch Phases															
Bike Call Phases															

Utica at 14 Mile Road

Vehicle Detector 62

09/13/2023 12:41:16 PM

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0
Delay 2	0.0						

Phases	1-8							9-16							
Call Phases		2													
Yellow Lock Phases															
Red Lock Phases		2													
Extend Phases															
XSwitch Phases															
Bike Call Phases															

Vehicle Detector 63

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0
Delay 2	0.0						

Phases	1-8							9-16							
Call Phases							8								
Yellow Lock Phases															
Red Lock Phases							8								
Extend Phases															
XSwitch Phases															
Bike Call Phases															

Utica at 14 Mile Road

Vehicle Detector 64

09/13/2023 12:41:16 PM

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8							9-16							
Call Phases					6										
Yellow Lock Phases															
Red Lock Phases					6										
Extend Phases															
XSwitch Phases															
Bike Call Phases															

Utica at 14 Mile Road

Pedestrian Detector 2

09/13/2023 12:41:16 PM

No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	2	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Pedestrian Detector 4

No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	4	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Pedestrian Detector 6

No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	6	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Pedestrian Detector 8

No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	8	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Utica at 14 Mile Road

Adaptive Priority - General/Local Detectors

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Local Detector Slack	0
Remote Detector Slack	0
Local Adjust Threshold	0
Remote Adjust Threshold	0

Detector	1	2	3	4	5	6	7	8
Step (Base)	0	0	0	0	0	0	0	0
Max (Base)	0	0	0	0	0	0	0	0
Step (Alt 1)	0	0	0	0	0	0	0	0
Max (Alt 1)	0	0	0	0	0	0	0	0
Step (Alt 2)	0	0	0	0	0	0	0	0
Max (Alt 2)	0	0	0	0	0	0	0	0
Step (Alt 3)	0	0	0	0	0	0	0	0
Max (Alt 3)	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

09/13/2023 12:41:16 PM

Estimated Delay

Transit	1	2	3	4	5	6	7	8
Disable	No	No	No	No	No	No	No	No
Rem Phs	0	0	0	0	0	0	0	0
Loc Int	0	0	0	0	0	0	0	0
Loc TT	0	0	0	0	0	0	0	0
RM1 Int	0	0	0	0	0	0	0	0

Utica at 14 Mile Road

Transit/LRV Startup/Options

09/13/2023 12:41:16 PM

	LRV 1-8									
No Startup Call									Warn Flash Rate	1 Hz	Rsrv Inh Mode	Seconds

Utica at 14 Mile Road

Control / Config

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Pattern Mode	Central						
Manual Pattern	1	Manual Offset	1				
Stop Time Input	Enabled						
Aux Switch	StopTm		5				
DLS Mode	D4	Time Zone	Est (UTC-5)			GPS Thresh	5
Password Timeout	5						

	1-8	9-16
Maint Phs Recalls		
Maint Ped Recalls		

Serial 1 Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00
Serial Rebroadcast	Disabled	Response	Time/Plan

Serial 2 Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00

Ethernet Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00
Serial Rebroadcast	Disabled		

Peer Configuration

Peer 1	0
Peer 2	0
Peer 3	0
Peer 4	0
Peer 5	0
Peer 6	0
Peer 7	0
Peer 8	0

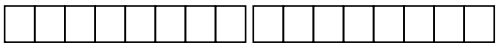
Utica at 14 Mile Road

Logging

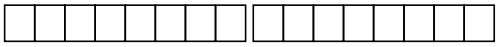
09/13/2023 12:41:16 PM

VO Log Period	0
Power On	Enabled
Ext Start	Enabled
Man Control	Enabled
Cabinet Door	Enabled
MMU Faults	Enabled
BIU Faults	Enabled
Det Faults	Enabled
Coordination	Enabled
Preempt	Enabled
Soft Preempt	Disabled
Zone	Disabled
Speed Traps	Disabled

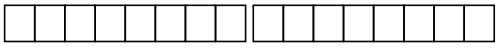
1 of 2 Hits (Det BIU 1)



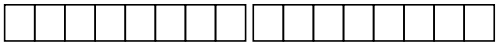
1 of 2 Hits (Det BIU 2)



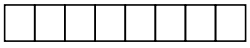
1 of 2 Hits (Det BIU 3)



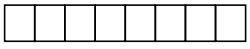
1 of 2 Hits (Det BIU 4)



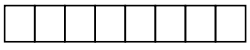
SPmt 1 Req Switch



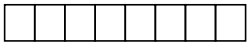
SPmt 2 Req Switch



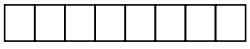
SPmt 3 Req Switch



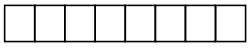
SPmt 4 Req Switch



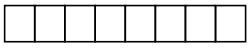
Zone 1 Req Switch



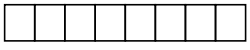
Zone 2 Req Switch



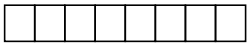
Zone 3 Req Switch



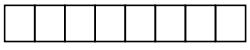
Zone 4 Req Switch



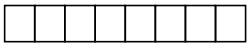
Zone 5 Req Switch



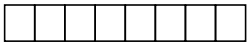
Zone 6 Req Switch



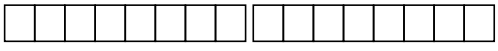
Zone 7 Req Switch



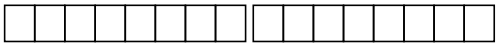
Zone 8 Req Switch



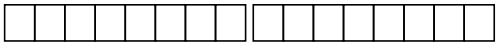
Trap Grp 1 Req Switch



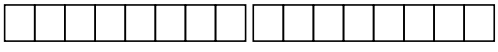
Trap Grp 2 Req Switch



Trap Grp 3 Req Switch



Trap Grp 4 Req Switch



TRAFFIC SIGNAL TIMING PERMIT

	PHASE	1	2	3	4	5	6	7	8			
APPROACH		SWB LT	NEB TH		SEB	NEB LT	SWB TH		NWB			
MINIMUM GREEN		5	10		7	5	10		7			
PASSAGE		3.0	0.0		3.0	3.0	0.0		3.0			
MAXIMUM NO. 1		19	61		40	24	56		40			
MAXIMUM NO. 2		0	0		0	0	0		0			
YELLOW CHANGE		4.7	4.7		3.6	4.7	4.7		3.6			
RED CLEARANCE		2.3	2.3		3.3	2.3	2.3		3.3			
WALK		0	8		10	0	7		10			
PEDESTRIAN CLEARANCE		0	34		39	0	27		39			
EXTENDED PED. CLEARANCE		0	3		3	0	3		3			
REST IN WALK		0	0		0	0	0		0			
INITIALIZATION		1	4		1	1	4		1			
NON-ACT RESPONSE		0	0		0	0	0		0			
VEHICLE RECALL		0	3		0	0	3		0			
PEDESTRIAN RECALL		0	2		0	0	2		0			
NON-LOCK MEMORY		0	0		0	0	0		0			
DUAL ENTRY		0	1		1	0	1		1			
	CYCLE									O1	O2	O3
DIAL 1 SPLIT 1	100	16	51		33	20	47		33	85		
DIAL 2 SPLIT 1	100	15	49		36	23	41		36	80		
DIAL 3 SPLIT 1	120	19	61		40	24	56		40	5		
DIAL SPLIT												
DIAL SPLIT												
DIAL SPLIT												
	MODE	0	1		0	0	1		0			

PHASE

1 SWB M-97 (GROESBECK) LEFTS

2 NEB M-97 (GROESBECK) THRUS

3

4 SEB UTICA

5 NEB M-97 (GROESBECK) LEFTS

6 SWB M-97 (GROESBECK) THRUS

7

8 NWB UTICA

HOURS OF OPERATION
D1/S1/O1 - NORMAL
D2/S1/O1 - 05:00-09:00, MONDAY-FRIDAY
D3/S1/O1 - 14:00-19:00, MONDAY-FRIDAY

OVERLAPS

Overlap Phase	*Load Bays*	*Phases Overlapped*	T.G. (s)	Y (s)	R (s)	-G/Y	+GRN
A = SWB M-97 LEFTS FYA			0.0	4.7	2.3	1	2
B = NEB M-97 LEFTS FYA			0.0	4.7	2.3	5	6
=							
=							

TIMING INSTALLED

REMARKS

WSP UPDATE OF CLEARANCE INTERVALS AND CONVERSION OF PERMITS TO MATCH D4 SOFTWARE.
-Pedestrian calculations are based on a walking speed of 3.5 feet per second. The effective pedestrian clearance time equals the "Solid DW" of 3 seconds plus the "Pedestrian Clearance" entry.
RCMC LOCATION #205
D4 Additional Settings:
'PC Thru Clr': checked for all phases (phase options)
'Sol DW' - set to 3 secs for all phases for buffer (phase timings)

PREPARED BY: TJK DATE: 08/31/18

FLASH HOURS: DAILY ☐ NONE ☒

NIGHT FLASH:
FY = FR =

CONFLICT FLASH:
FY = M-97 THRUS FR = ALL OTHERS

CONTROLLER TYPE:
☐ EPAC
☒ Other: D4

PRE-EMPT ☐
COUNTDOWN PEDS ☒

LOCATION:
M-97 (GROESBECK) @ UTICA
CITY/TWP: FRASER
COUNTY : MACOMB

MILE POINT	CONTROL SECTION-SPOT #
6.06	50031-01-004

Job # (If Applicable):

Page 3 included only if Pre-Empt Checked

ADVANCED TIMING PARAMETERS FORM

SYSTEM INFORMATION

Controller Type:
- ☐ EPAC
- ☒ Other: D4

System Type:
- ☒ Closed Loop
  - ☒ Stand By
  - ☐ Group 1
  - ☐ Group 2
  - Address: 10
- ☐ TBC
- ☐ TBC/GPS
- ☐ None
- ☐ Other:

If TBC, Synch by:
- ☒ TOD
- ☐ Event

Interconnect Type:
- ☐ Hardwire
- ☐ Fiber-Optic
- ☒ Radio
- ☐ Phone Drop
- ☐ None
- ☐ Other:

If Phone Drop, Phone #

Controller Status:
- ☐ Master
- ☒ Slave
- ☐ Isolated
- ☐ TBC

If Slave, Master Location:
M-97 @ MASONIC

Master Spot # : 50031-01-017

LEFT-TURN PHASING

Phase # / Description	*Permissive-Protected* Lead	*Permissive-Protected* Lag	*Protected-Only* Split	*Protected-Only* Lead	*Protected-Only* Lag
1 - SWB M-97 (GROESBECK) LEFTS	☐	☒	☐	☐	☐
5 - NEB M-97 (GROESBECK) LEFTS	☐	☒	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

RING AND BARRIER STRUCTURE

	B1				B2				B3				B4			
R1	1	2			4											
R2	5	6			8											
R3																
R4																

VEHICULAR AND PEDESTRIAN DETECTION

Approach	*Vehicular Detection* Movements and Call Delay (s) Left	Thru	Right	Type Loop	Video	Other	*Pedestrian Detection* Push-Button Crossing Locations
NEB M-97 (GROESBECK)	☒	☐	☐	☒	☐	☐	
SWB M-97 (GROESBECK)	☒	☐	☐	☒	☐	☐	
NWB UTICA	☒	☒	☐	☒	☐	☐	NE LEG OF M-97
SEB UTICA	☒	☒	☐	☒	☐	☐	SW LEG OF M-97
	☐	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	☐	

DISAPPEARING LEGEND CASE SIGNS

ADDITIONAL DIAL SPLIT DATA

		PHASE	1	2	3	4	5	6	7	8	O1	O2	O3
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											

COORDINATION DATA

Operation Mode	
Coordination Mode	
Maximum Mode	
Correction Mode	
Offset Mode	
Force Mode	
Max Dwell	
Yield Period	

REMARKS:

D4 Coordination Data Inputs -

D4 Coord Plans: Coord Options:
'Trans Mode' - Best 2; 'Trans Shrt% - 20;
'Trans Long%' - 20; 'Offset Ref' - Lead Grn

D4 Coord Plans: Patterns/Options:
'Perm Mode' - Sing Band
'Ped Perm' - Yield
'Max Mode' - Max Inh
'Walk Rest' - Yield
'Perm Limit - 10

ADDITIONAL OVERLAP DATA

Overlap Phase	*Load Bays*	*Phases Overlapped*	T.G. (s)	Y (s)	R (s)	-G/Y	+GRN
=							
=							
=							
=							

PREPARED BY: TJK DATE: 08/31/18

☐ MDOT ☐ County ☐ City ☒ Consultant

LOCATION:
M-97 (GROESBECK) @ UTICA

CONTROL SECTION-SPOT #
50031-01-004

CLEAR PAGE 2

TRAFFIC SIGNAL TIMING PERMIT

	PHASE	1	2	3	4	5	6	7	8			
APPROACH		SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT			
MINIMUM GREEN		5	10	5	7	5	10	5	7			
PASSAGE		3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0			
MAXIMUM NO. 1		14	59	17	30	20	53	17	30			
MAXIMUM NO. 2		0	0	0	0	0	0	0	0			
YELLOW CHANGE		4.7	4.7	4.3	4.3	4.7	4.7	4.3	4.3			
RED CLEARANCE		2.3	2.3	2.5	2.5	2.3	2.3	2.5	2.5			
WALK		0	7	0	10	0	7	0	10			
PEDESTRIAN CLEARANCE		0	28	0	31	0	28	0	31			
EXTENDED PED. CLEARANCE		0	3	0	3	0	3	0	3			
REST IN WALK		0	0	0	0	0	0	0	0			
INITIALIZATION		1	4	1	1	1	4	1	1			
NON-ACT RESPONSE		0	0	0	0	0	0	0	0			
VEHICLE RECALL		0	3	0	0	0	3	0	0			
PEDESTRIAN RECALL		0	2	0	0	0	2	0	0			
NON-LOCK MEMORY		0	0	0	0	0	0	0	0			
DUAL ENTRY		0	0	0	1	0	0	0	1			
	CYCLE									O1	O2	O3
DIAL 1 SPLIT 1	100	14	46	14	26	14	46	14	26	90		
DIAL 2 SPLIT 1	100	14	46	14	26	14	46	14	26	80		
DIAL 3 SPLIT 1	120	14	59	17	30	20	53	17	30	95		
DIAL SPLIT												
DIAL SPLIT												
DIAL SPLIT												
	MODE	0	1	0	0	0	1	0	0			

PHASE

1 SB M-97 (GROESBECK) LEFTS

2 NB M-97 (GROESBECK) THRUS

3 WB 14 MILE LEFTS

4 EB 14 MILE THRUS

5 NB M-97 (GROESBECK) LEFTS

6 SB M-97 (GROESBECK) THRUS

7 EB 14 MILE LEFTS

8 WB 14 MILE

HOURS OF OPERATION
D1/S1/O1 - NORMAL
D2/S1/O1 - 05:00-09:00, MONDAY-FRIDAY
D3/S1/O1 - 14:00-19:00, MONDAY-FRIDAY

OVERLAPS

Overlap Phase	*Load Bays*	*Phases Overlapped*	T.G. (s)	Y (s)	R (s)	-G/Y	+GRN
A = SB M-97 LEFTS FYA			0.0	4.7	2.3	1	2
B = WB 14 MILE LEFTS FYA			0.0	4.3	2.5	3	4
C = NB M-97 LEFTS FYA			0.0	4.7	2.3	5	6
D = EB 14 MILE LEFTS FYA			0.0	4.3	2.5	7	8

TIMING INSTALLED

REMARKS

WSP UPDATE OF CLEARANCE INTERVALS AND CONVERSION OF PERMITS TO MATCH D4 SOFTWARE
-Pedestrian calculations are based on a walking speed of 3.5 feet per second. The effective pedestrian clearance time equals the "Solid DW" of 3 seconds plus the "Pedestrian Clearance" entry.
RCMC LOCATION #143
D4 Additional Settings:
'PC Thru Clr': checked for all phases (phase options)
'Sol DW' - set to 3 secs for all phases for buffer (phase timings)

PREPARED BY: TJK DATE: 08/31/18

FLASH HOURS: DAILY ☐ NONE ☒ to

NIGHT FLASH:
FY = FR =

CONFLICT FLASH:
FY = M-97 FR = ALL OTHERS

CONTROLLER TYPE:
☐ EPAC
☒ Other: D4

PRE-EMPT ☐
COUNTDOWN PEDS ☒

LOCATION:
M-97 (GROESBECK) @ 14 MILE
CITY/TWP: FRASER
COUNTY : MACOMB

MILE POINT	CONTROL SECTION-SPOT #
7.12	50031-01-005

Job # (If Applicable):

Page 3 included only if Pre-Empt Checked

ADVANCED TIMING PARAMETERS FORM

SYSTEM INFORMATION

Controller Type:
- ☐ EPAC
- ☒ Other: D4

System Type:
- ☒ Closed Loop
  - ☒ Stand By
  - ☐ Group 1
  - ☐ Group 2
  - Address: 12
- ☐ TBC
- ☐ TBC/GPS
- ☐ None
- ☐ Other:

If TBC, Synch by:
- ☒ TOD
- ☐ Event

Interconnect Type:
- ☐ Hardwire
- ☐ Fiber-Optic
- ☒ Radio
- ☐ Phone Drop
- ☐ None
- ☐ Other:

If Phone Drop, Phone #

Controller Status:
- ☐ Master
- ☒ Slave
- ☐ Isolated
- ☐ TBC

If Slave, Master Location:
M-97 @ Masonic

Master Spot # : 50031-01-017

LEFT-TURN PHASING

Phase # / Description	*Permissive-Protected* Lead	*Permissive-Protected* Lag	*Protected-Only* Split	*Protected-Only* Lead	*Protected-Only* Lag
1 - SB M-97 LEFTS	☐	☒	☐	☐	☐
3 - WB 14 MILE LEFTS	☐	☒	☐	☐	☐
5 - NB M-97 LEFTS	☐	☒	☐	☐	☐
7 - EB 14 MILE LEFTS	☐	☒	☐	☐	☐

RING AND BARRIER STRUCTURE

	B1				B2				B3				B4			
R1	1	2			3	4										
R2	5	6			7	8										
R3																
R4																

VEHICULAR AND PEDESTRIAN DETECTION

Approach	*Vehicular Detection* Movements and Call Delay (s) Left	Thru	Right	Type Loop	Video	Other	*Pedestrian Detection* Push-Button Crossing Locations
NB M-97	☒	☐	☐	☒	☐	☐	
SB M-97	☒	☐	☐	☒	☐	☐	
EB 14 MILE	☒	☒	☒	☒	☐	☐	SOUTH LEG OF M-97
WB 14 MILE	☒	☒	☒	☒	☐	☐	NORTH LEG OF M-97
	☐	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	☐	

DISAPPEARING LEGEND CASE SIGNS

ADDITIONAL DIAL SPLIT DATA

		PHASE	1	2	3	4	5	6	7	8	O1	O2	O3
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											
DIAL	SPLIT	CYCLE											

COORDINATION DATA

Operation Mode	
Coordination Mode	
Maximum Mode	
Correction Mode	
Offset Mode	
Force Mode	
Max Dwell	
Yield Period	

REMARKS:

D4 Coordination Data Inputs -

D4 Coord Plans: Coord Options:
'Trans Mode' - Best 2; 'Trans Shrt% - 20;
'Trans Long%' - 20; 'Offset Ref' - Lead Grn

D4 Coord Plans: Patterns/Options:
'Perm Mode' - Sing Band
'Ped Perm' - Yield
'Max Mode' - Max Inh
'Walk Rest' - Yield
'Perm Limit - 10

ADDITIONAL OVERLAP DATA

Overlap Phase	*Load Bays*	*Phases Overlapped*	T.G. (s)	Y (s)	R (s)	-G/Y	+GRN
E = WB 14 MILE RIGHTS		1	0.0	4.7	2.2		
F = EB 14 MILE RIGHTS		5	0.0	4.7	2.2		
=							
=							

PREPARED BY: TJK DATE: 08/31/18

☐ MDOT ☐ County ☐ City ☒ Consultant

LOCATION:
M-97 (GROESBECK) @ 14 MILE

CONTROL SECTION-SPOT #
50031-01-005

CLEAR PAGE 2

Intersection name: Garfield Road at Utica **Number:** 158

Date this document was created: 03/12/2019 **Engineer:** M. Al-Akash

Cabinet Type | Load Switch Capacity:

TS1-2B (TS2 Detection) | 8

Load Switch | Associated Phase | Conflict Flash:

1.	Utica Road	φ	2	○
2.	Garfield Road	φ	4	○
3.	Utica Road PEDS	W	2	○
4.	Garfield Road PEDS	W	4	○
5.				○
6.				○
7.				○
8.				○
9.				○
10.				○
11.				○
12.				○
13.				○
14.				○
15.				○
16.				○
17.				○
18.				○
19.				○
20.				○
21.				○
22.				○
23.				○
24.				○
25.				○
26.				○
27.				○
28.				○

Vehicle Detection Assignments (controller):

1.	φ4 - WBT	21.	
2.		22.	
3.		23.	
4.		24.	
5.		25.	
6.		26.	
7.		27.	
8.		28.	
9.		29.	
10.		30.	
11.		31.	
12.		32.	
13.		33.	
14.		34.	
15.		35.	
16.		36.	
17.		37.	
18.		38.	
19.		39.	
20.		40.	

Intersection Status Screen Recalls:

PH	1	2	3	4	5	6	7	8
VEH		M						
PED								

Notes: Utica is Coord

Please put any applicable comments on back of this sheet. Deviations from this cover sheet may occur during construction events or with malfunctioning infrastructure. Please contact the TOC with questions.

Pedestrian Detection Assignments (controller):

1.	W4	**Notes:**
2.	W4	
3.		
4.		
5.		
6.		
7.		
8.		

Scheduled Flash:

to N/A

to N/A

S	M	T	W	Th	F	S

Weekday time: _____

Weekend time: _____

Garfield at Utica Road

Phase Timing

09/13/2023 12:59:04 PM

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
Veh 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
Max Green 1	0	45	0	25	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	0.0	3.6	0.0	3.5	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 Clr	0.0	3.5	0.0	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
Adv Flash	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bike MG	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clr	0	11	0	14	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
Sol DW	0.0	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	0.0	0.0
Early Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added	0.0	0.0	0.0	0.0	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 Initial	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
Reduce After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTReduce	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
CS Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	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	0.0	0.0
Neg Ped	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AP Disc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Return Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Phase Options

09/13/2023 12:59:04 PM

Phases	1-8								9-16							
Min Recalls																
Max Recalls		2														
Ped Recalls																
Soft Recall																
Dual Entry																
Red Rest																
Walk Rest		2														
Walk Expand																
Ped Recycle																
Sim Ped Term																
PC Thru Clr		2		4												
Guar Passage																
No Simult Gap																
Yel Lock																
Red Lock																
PhaseNext Lock																
No Term Call		2		4												
Cond Serv																
CS Enable																
Cond Reserve																
Reserve																
Veh Omit																
Ped Omit																
Perm Phase																
Protect Calls																
Protect Calls 2																
Flash Entry		2														
Flash Exit				4												
Flash Exit Yel																
Flash Exit Red				4												
Ped Scramble																
No Min Yel																
No Min Red Rev																
Max Scramble Walk																
Flash Yellow		2														
Flash FYA																
CNA 1																
CNA 2																

Garfield at Utica Road

Phase Startup Options

09/13/2023 12:59:04 PM

Startup Flash	10	Mode	Yel->Red
Startup All Red	0	Yellow	0.0

Phases	1-8							9-16							
Startup Phases		2													
Startup Yellow															
Startup Red															
Startup No Walk															
Startup Next															
Startup Yel Fls		2													
Startup FYA															
No Veh Call															
No Ped Call															

Phase Startup Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unit

Red Revert	4.0	Ped Protect	No	AdvFls in Flash	No

Garfield at Utica Road

Ring Sequence / Conflicting Phases

09/13/2023 12:59:04 PM

Ringgroup 1

Ring 1																
	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ringgroup 2

Custom Sequences

Seq 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Conflicting Phases

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

Garfield at Utica Road

MCE Options

09/13/2023 12:59:04 PM

Phases	1-8							9-16							
MCE Ped Protect		2		4											
MCE Veh Call		2		4											
MCE Ped Call															
MCE Veh Omit															
MCE Ped Omit															
MCE Veh Sync		2		4											
MCE Ped Sync		2		4											
MCE Halt Don't Walk															

LRV Phases	1-8							
MCE LRV Term Early								

Garfield at Utica Road

FYA/FRA

09/13/2023 12:59:04 PM

FYA	1	2	3	4	5	6	7	8
Prot Phs	0	0	0	0	0	0	0	0
Opp Thru	0	0	0	0	0	0	0	0
Start Phs	0	0	0	0	0	0	0	0
Opp Ped	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Skip Prot Red	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Head Mode	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1

Ped Hawk 1

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 2

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 3

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 4

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Garfield at Utica Road

Overlap Startup Options

09/13/2023 12:59:04 PM

Overlaps	1-8							9-16							
Startup Overlap Green															
Startup Overlap Yellow															

Overlap Startup Timing

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Unit Options

Overlaps	1-8							9-16							
Overlap Ped Recalls															
MCE Olap Ped Protect															
MCE Olap Ped Calls															
MCE Olap Ped Expand															
No Min Yellow															
No Min Red Rev															
Flash Yellow															
No Conflict															
Pre Signal															
Perm Red															
Perm FYA															
Perm FRA															

Garfield at Utica Road

Coordination Options

09/13/2023 12:59:04 PM

Sync Time	00:00	RTC Set Time	00:00
Transition Mode	Best 2	Ped Adjust	None
Trans Short %	20	Trans Long %	35
Offset Reference	Lead Grn	Short Cycles	0
Dual Entry	Normal	Overlap F/O	Enabled
Master Sync Mode	RTC	Master Sync Length	0
Adapt Thresh	0	Adapt Step	0
External Plan Max	0		
Hardwire No Match	Sched	Hardwire Sync Fail	0
Override Omit/Recall	No		

Phases	1-8	9-16
No Trans Recall		
Trans Ped Recall		
Trans Phases		

Garfield at Utica Road

Hardwire Plans

09/13/2023 12:59:04 PM

Hardwire	Plan Select							Pattern	Offset	Mode
Plan 1								0	0	Hardwire
Plan 2								0	0	Hardwire
Plan 3								0	0	Hardwire
Plan 4								0	0	Hardwire
Plan 5								0	0	Hardwire
Plan 6								0	0	Hardwire
Plan 7								0	0	Hardwire
Plan 8								0	0	Hardwire
Plan 9								0	0	Hardwire
Plan 10								0	0	Hardwire
Plan 11								0	0	Hardwire
Plan 12								0	0	Hardwire
Plan 13								0	0	Hardwire
Plan 14								0	0	Hardwire
Plan 15								0	0	Hardwire
Plan 16								0	0	Hardwire
Plan 17								0	0	Hardwire
Plan 18								0	0	Hardwire
Plan 19								0	0	Hardwire
Plan 20								0	0	Hardwire
Plan 21								0	0	Hardwire
Plan 22								0	0	Hardwire
Plan 23								0	0	Hardwire
Plan 24								0	0	Hardwire
Plan 25								0	0	Hardwire
Plan 26								0	0	Hardwire
Plan 27								0	0	Hardwire
Plan 28								0	0	Hardwire
Plan 29								0	0	Hardwire
Plan 30								0	0	Hardwire
Plan 31								0	0	Hardwire
Plan 32								0	0	Hardwire

Garfield at Utica Road

Soft Interconnect

09/13/2023 12:59:04 PM

Mode	Slave	Remote Int Number	0
Yield Delay	0		
Yield Duration	0		
Permissive	0		
Local Hold Limit	0		

Phases	1-8	9-16
Local Control Phases		
Local Hold Phases		
Local Perm Phases		
Local Call Phases		
Remote Perm Phases		
Remote Hold Phases		

Garfield at Utica Road

Coordination Pattern 1

09/13/2023 12:59:04 PM

Cycle	100	Ringgroup 1 - Offset 1	88	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	68	0	32	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 1

09/13/2023 12:59:04 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 2

09/13/2023 12:59:04 PM

Cycle	120	Ringgroup 1 - Offset 1	41	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	74	0	46	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 2

09/13/2023 12:59:04 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 3

09/13/2023 12:59:04 PM

Cycle	120	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	82	0	38	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 3

09/13/2023 12:59:04 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 4

09/13/2023 12:59:04 PM

Cycle	100	Ringgroup 1 - Offset 1	88	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	68	0	32	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 4

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 5

09/13/2023 12:59:04 PM

Cycle	100	Ringgroup 1 - Offset 1	88	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	68	0	32	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 5

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 10

09/13/2023 12:59:04 PM

Cycle	100	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	68	0	32	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 10

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 11

09/13/2023 12:59:04 PM

Cycle	100	Ringgroup 1 - Offset 1	90	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	68	0	32	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 11

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 12

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Cycle	100	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	53	0	47	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 12

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 13

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Cycle	100	Ringgroup 1 - Offset 1	36	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	75	0	25	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 13

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 14

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Cycle	100	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	53	0	47	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 14

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 15

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Cycle	100	Ringgroup 1 - Offset 1	70	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	75	0	25	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 15

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 16

09/13/2023 12:59:04 PM

Cycle	100	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	20	0	80	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 16

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 17

09/13/2023 12:59:04 PM

Cycle	100	Ringgroup 1 - Offset 1	29	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	77	0	23	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 17

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 18

09/13/2023 12:59:04 PM

Cycle	100	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	20	0	80	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 18

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 19

09/13/2023 12:59:04 PM

Cycle	100	Ringgroup 1 - Offset 1	62	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	77	0	23	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 19

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 20

09/13/2023 12:59:04 PM

Cycle: 120 | Ringgroup 1 - Offset 1: 0 | Offset 2: 0 | Offset 3: 0

Ringgroup 2 - Offset 1: 0 | Offset 2: 0 | Offset 3: 0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	82	0	38	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode: Sing Band | Max Mode: Max Inh | Walk Rest: Yield

Ped Permissive: Yield

Permissive Limit: 10 | Perm 2 Start: 0 | Perm 2 End: 0

Alt Sequence: | TOD Link: 0

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode: Default

Offset Ref: Default

Adaptive Mode: Disabled

Disable Priority:

Progression Phases:

Priority Alt Seq:

Reserve Extend:

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 20

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 21

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Cycle	120	Ringgroup 1 - Offset 1	82	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	82	0	38	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 21

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 22

09/13/2023 12:59:04 PM

Cycle	120	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	66	0	54	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 22

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 23

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Cycle	120	Ringgroup 1 - Offset 1	23	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	91	0	29	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 23

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 24

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Cycle	120	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	66	0	54	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 24

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 25

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Cycle	120	Ringgroup 1 - Offset 1	61	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	91	0	29	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 25

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 26

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Cycle	120	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	25	0	95	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 26

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 27

09/13/2023 12:59:04 PM

Cycle	120	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	95	0	25	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 27

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 28

09/13/2023 12:59:04 PM

Cycle	120	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	25	0	95	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 28

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 29

09/13/2023 12:59:04 PM

Cycle	120	Ringgroup 1 - Offset 1	75	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	95	0	25	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 29

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 33

09/13/2023 12:59:04 PM

Cycle	120	Ringgroup 1 - Offset 1	45	Offset 2	45	Offset 3	51
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	84	0	36	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	65	0	15	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	105	0	55	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest		2													
Ped Recall															
Cond Ped Call		2													
Olap Ped Recall															
Ped Recycle		2		4											
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 33

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Alt Veh 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	0.4	0.0
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 34

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Cycle	160	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	46	0	114	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	25	0	95	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	65	0	135	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest		2													
Ped Recall															
Cond Ped Call		2													
Olap Ped Recall															
Ped Recycle		2		4											
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 34

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 41

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Cycle	160	Ringgroup 1 - Offset 1	43	Offset 2	33	Offset 3	34
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	51	0	109	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	30	0	90	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	70	0	130	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest		2													
Ped Recall															
Cond Ped Call		2													
Olap Ped Recall															
Ped Recycle		2		4											
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	5	1	0	3	1	5	0	1	1	19	5	5	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 41

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 42

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Cycle	160	Ringgroup 1 - Offset 1	43	Offset 2	33	Offset 3	34
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	104	0	56	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	85	0	35	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	125	0	75	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest		2													
Ped Recall															
Cond Ped Call		2													
Olap Ped Recall															
Ped Recycle		2		4											
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled
Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 42

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 43

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Cycle	160	Ringgroup 1 - Offset 1	124	Offset 2	50	Offset 3	7
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	141	0	19	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	120	0	10	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	160	0	40	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest		2													
Ped Recall															
Cond Ped Call		2													
Olap Ped Recall															
Ped Recycle		2		4											
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases				4												
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 43

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 44

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Cycle	160	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	46	0	114	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	25	0	95	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	65	0	135	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest		2													
Ped Recall															
Cond Ped Call		2													
Olap Ped Recall															
Ped Recycle		2		4											
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 44

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 80

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	122	0	58	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 80

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 81

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Cycle	180	Ringgroup 1 - Offset 1	74	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	122	0	58	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 81

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 82

09/13/2023 12:59:04 PM

Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	99	0	81	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 82

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 83

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Cycle	180	Ringgroup 1 - Offset 1	42	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	136	0	44	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 83

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 84

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	99	0	81	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 84

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 85

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Cycle	180	Ringgroup 1 - Offset 1	73	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	136	0	44	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0	0

Garfield at Utica Road

Coordination Pattern 85

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 86

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	35	0	145	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 86

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 87

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Cycle	180	Ringgroup 1 - Offset 1	20	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	145	0	35	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						9
Priority Alt Seq						
Reserve Extend	1	2	3	4	5	6	7	8

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	4	5	0	0	0	0	0	0	1	2	0	0	0	0	0	0
Recovery Min Green	0	0	0	10	251	41	1	1	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 87

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 88

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	35	0	145	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled
Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Coordination Pattern 89

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Cycle	180	Ringgroup 1 - Offset 1	62	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	145	0	35	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases		2							9							
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 89

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Garfield at Utica Road

Preempt Inputs

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Preempt Input	1	2	3	4	5	6	7	8	9	10
Delay	0	0	2	0	2	0	0	0	0	0
Checkout Limit	0	0	0	0	0	0	0	0	0	0
Locked	No	No	No	No	Yes	Yes	No	No	No	No
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Input Number	0	0	0	0	0	0	0	0	0	0
Input Priority	All	All	All	All	All	All	All	All	All	All
Delay Mode	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp

Preempt Priority

Preempt	1	2	3	4	5	6	7	8	9	10
Priority	0	0	0	0	0	0	0	0	0	0

Remote Preemption

Remote Preempt	RM 1	RM 2	RM 3	RM 4	RM 5	RM 6	RM 7	RM 8
Int Number	0	0	0	0	0	0	0	0
PE Number	0	0	0	0	0	0	0	0
Mode	Dis	Dis	Dis	Dis	Dis	Dis	Dis	Dis
Slack	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0
Alt TT 1	0	0	0	0	0	0	0	0
Alt TT 2	0	0	0	0	0	0	0	0
Alt TT 3	0	0	0	0	0	0	0	0
Alt TT 4	0	0	0	0	0	0	0	0
Alt TT 5	0	0	0	0	0	0	0	0
Alt TT 6	0	0	0	0	0	0	0	0
Alt TT 7	0	0	0	0	0	0	0	0

Garfield at Utica Road

Preempt 3 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	In Step
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16
Enable Phases		
Preempt Inputs	3	

	1-8		
LRV Disable		Max	0
LRV Dwell Flash			
LRV Omit		Delay	0
LRV No Yel			

Preempt 3 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16
Omit Olap Grn Clr		
Phs EWlk to Grn		
TClr 1 Veh Phases		
TClr 1 Ped Phases		
TClr 1 Olap		
TClr 1 Olap Ped		
TClr 2 Veh Phases		
TClr 2 Ped Phases		
TClr 2 Olap		
TClr 2 Olap Ped		
Init Dwell Phases		
Dwell Veh Phases	1, 6	
Dwell Ped Phases		
Dwell Olap		
Dwell Olap Ped		
Exit Veh Phases	2, 6	
Exit Ped Phases		
Exit Olap		
Exit Olap Ped		
Zero Phase Walk		
Zero Phase Ped Clr		
Zero Phase Green		
Zero Olap Walk		
Zero Olap Ped Clr		
Zero Olap Green		
Dwell-Phase Red		
Dwell-Phase Red Flash		
Dwell-Phase Yel Flash		
Dwell-Olap Red Flash		
Dwell-Olap Yel Flash		
Dwell-Ped Dark		
Dwell-Olap Ped Dark		

Start Green	0	Start Walk	0
		Start Ped Clr	0
Track Clear 1	0	Track Clear 2	0
TC1 Extend	0	TC1 Max	0
Exit Ped Clr	0	Exit Yellow	0.0
Exit Red	0.0		
Min Dwell	5	Min Duration	0
Dwell Extend	2		
Max Dwell	0	Max Call	0
Reserve Inh Same	0		
Reserve Inh All	0		
Delay	0		

Phases/Overlaps	1-8	9-16
TClr 1 FR Olap		
TClr 2 FR Olap		
Dwell FR Olap		
TClr 1 FYA		
TClr 2 FYA		
Dwell FYA		

Garfield at Utica Road

Preempt 4 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	In Step Prog
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16
Enable Phases		
Preempt Inputs	4	

	1-8		
LRV Disable		Max	0
LRV Dwell Flash			
LRV Omit		Delay	0
LRV No Yel			

Preempt 4 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16
Omit Olap Grn Clr		
Phs EWlk to Grn		
TClr 1 Veh Phases		
TClr 1 Ped Phases		
TClr 1 Olap		
TClr 1 Olap Ped		
TClr 2 Veh Phases		
TClr 2 Ped Phases		
TClr 2 Olap		
TClr 2 Olap Ped		
Init Dwell Phases		
Dwell Veh Phases	2, 5	
Dwell Ped Phases		
Dwell Olap		
Dwell Olap Ped		
Exit Veh Phases	2, 6	
Exit Ped Phases		
Exit Olap		
Exit Olap Ped		
Zero Phase Walk		
Zero Phase Ped Clr		
Zero Phase Green		
Zero Olap Walk		
Zero Olap Ped Clr		
Zero Olap Green		
Dwell-Phase Red		
Dwell-Phase Red Flash		
Dwell-Phase Yel Flash		
Dwell-Olap Red Flash		
Dwell-Olap Yel Flash		
Dwell-Ped Dark		
Dwell-Olap Ped Dark		

Start Green	0	Start Walk	0
		Start Ped Clr	0
Track Clear 1	0	Track Clear 2	0
TC1 Extend	0	TC1 Max	0
Exit Ped Clr	0	Exit Yellow	0.0
Exit Red	0.0		
Min Dwell	5	Min Duration	0
Dwell Extend	2		
Max Dwell	0	Max Call	0
Reserve Inh Same	0		
Reserve Inh All	0		
Delay	0		

Phases/Overlaps	1-8	9-16
TClr 1 FR Olap		
TClr 2 FR Olap		
Dwell FR Olap		
TClr 1 FYA		
TClr 2 FYA		
Dwell FYA		

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Preempt 5 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	In Step
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16
Enable Phases		
Preempt Inputs	5	

	1-8		
LRV Disable		Max	0
LRV Dwell Flash			
LRV Omit		Delay	0
LRV No Yel			

Preempt 5 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16
Omit Olap Grn Clr		
Phs EWlk to Grn		
TClr 1 Veh Phases		
TClr 1 Ped Phases		
TClr 1 Olap		
TClr 1 Olap Ped		
TClr 2 Veh Phases		
TClr 2 Ped Phases		
TClr 2 Olap		
TClr 2 Olap Ped		
Init Dwell Phases		
Dwell Veh Phases	3, 8	
Dwell Ped Phases		
Dwell Olap		
Dwell Olap Ped		
Exit Veh Phases	4, 8	
Exit Ped Phases		
Exit Olap		
Exit Olap Ped		
Zero Phase Walk		
Zero Phase Ped Clr		
Zero Phase Green		
Zero Olap Walk		
Zero Olap Ped Clr		
Zero Olap Green		
Dwell-Phase Red		
Dwell-Phase Red Flash		
Dwell-Phase Yel Flash		
Dwell-Olap Red Flash		
Dwell-Olap Yel Flash		
Dwell-Ped Dark		
Dwell-Olap Ped Dark		

Start Green	0	Start Walk	0
		Start Ped Clr	0
Track Clear 1	0	Track Clear 2	0
TC1 Extend	0	TC1 Max	0
Exit Ped Clr	0	Exit Yellow	0.0
Exit Red	0.0		
Min Dwell	5	Min Duration	0
Dwell Extend	2		
Max Dwell	0	Max Call	0
Reserve Inh Same	0		
Reserve Inh All	0		
Delay	0		

Phases/Overlaps	1-8	9-16
TClr 1 FR Olap		
TClr 2 FR Olap		
Dwell FR Olap		
TClr 1 FYA		
TClr 2 FYA		
Dwell FYA		

Garfield at Utica Road

Preempt 6 (Configuration)

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Enabled	Yes	Dwell Mode	Normal	Output Mode	All
Output2 Mode	All	Fail Action	Preempt Off	Exit Mode	In Step Prog
Override Flash	No	Change Phasenext	Yes		

	1-8	9-16
Enable Phases		
Preempt Inputs	6	

	1-8		
LRV Disable		Max	0
LRV Dwell Flash			
LRV Omit		Delay	0
LRV No Yel			

Preempt 6 (Timing/Phases/Overlaps)

Phases/Overlaps	1-8	9-16
Omit Olap Grn Clr		
Phs EWlk to Grn		
TClr 1 Veh Phases		
TClr 1 Ped Phases		
TClr 1 Olap		
TClr 1 Olap Ped		
TClr 2 Veh Phases		
TClr 2 Ped Phases		
TClr 2 Olap		
TClr 2 Olap Ped		
Init Dwell Phases		
Dwell Veh Phases	4, 7	
Dwell Ped Phases		
Dwell Olap		
Dwell Olap Ped		
Exit Veh Phases	4, 8	
Exit Ped Phases		
Exit Olap		
Exit Olap Ped		
Zero Phase Walk		
Zero Phase Ped Clr		
Zero Phase Green		
Zero Olap Walk		
Zero Olap Ped Clr		
Zero Olap Green		
Dwell-Phase Red		
Dwell-Phase Red Flash		
Dwell-Phase Yel Flash		
Dwell-Olap Red Flash		
Dwell-Olap Yel Flash		
Dwell-Ped Dark		
Dwell-Olap Ped Dark		

Start Green	0	Start Walk	0
		Start Ped Clr	0
Track Clear 1	0	Track Clear 2	0
TC1 Extend	0	TC1 Max	0
Exit Ped Clr	0	Exit Yellow	0.0
Exit Red	0.0		
Min Dwell	5	Min Duration	0
Dwell Extend	2		
Max Dwell	0	Max Call	0
Reserve Inh Same	0		
Reserve Inh All	0		
Delay	0		

Phases/Overlaps	1-8	9-16
TClr 1 FR Olap		
TClr 2 FR Olap		
Dwell FR Olap		
TClr 1 FYA		
TClr 2 FYA		
Dwell FYA		

Garfield at Utica Road

Soft Preempt 1 - Misc

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Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

Garfield at Utica Road

Soft Preempt 2 - Misc

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Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

Garfield at Utica Road

Soft Preempt 3 - Misc

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Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

Garfield at Utica Road

Soft Preempt 4 - Misc

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Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

Garfield at Utica Road

TOD Pattern Events

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	Time	DOW							Holidays								Mode	Pattern	Offset
Event 1	00:00	S	M	T	W	T	F	S									Sched	1	1
Event 2	10:00							S									Sched	4	1
Event 3	10:00	S															Sched	5	1
Event 4	06:00		M	T	W	T	F										Sched	2	1
Event 5	09:00		M	T	W	T	F										Sched	1	1
Event 6	13:30		M	T	W	T	F										Sched	3	1
Event 7	19:00	S	M	T	W	T	F	S									Sched	1	1
Event 8	00:00																Sched	0	0
Event 9	00:00																Sched	0	0
Event 10	00:00																Sched	0	0
Event 11	00:00																Sched	0	0
Event 12	00:00																Sched	0	0
Event 13	00:00																Sched	0	0
Event 14	00:00																Sched	0	0
Event 15	00:00																Sched	0	0
Event 16	00:00																Sched	0	0
Event 17	00:00																Sched	0	0
Event 18	00:00																Sched	0	0
Event 19	00:00																Sched	0	0
Event 20	00:00																Sched	0	0
Event 21	00:00																Sched	0	0
Event 22	00:00																Sched	0	0
Event 23	00:00																Sched	0	0
Event 24	00:00																Sched	0	0
Event 25	00:00																Sched	0	0
Event 26	00:00																Sched	0	0
Event 27	00:00																Sched	0	0
Event 28	00:00																Sched	0	0
Event 29	00:00																Sched	0	0
Event 30	00:00																Sched	0	0
Event 31	00:00																Sched	0	0
Event 32	00:00																Sched	0	0

Garfield at Utica Road

Holidays

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	Active Holidays								Month	Day	DOW							WOM
Date 1									0	0								0
Date 2									0	0								0
Date 3									0	0								0
Date 4									0	0								0
Date 5									0	0								0
Date 6									0	0								0
Date 7									0	0								0
Date 8									0	0								0
Date 9									0	0								0
Date 10									0	0								0
Date 11									0	0								0
Date 12									0	0								0
Date 13									0	0								0
Date 14									0	0								0
Date 15									0	0								0
Date 16									0	0								0
Date 17									0	0								0
Date 18									0	0								0
Date 19									0	0								0
Date 20									0	0								0
Date 21									0	0								0
Date 22									0	0								0
Date 23									0	0								0
Date 24									0	0								0
Date 25									0	0								0
Date 26									0	0								0
Date 27									0	0								0
Date 28									0	0								0
Date 29									0	0								0
Date 30									0	0								0
Date 31									0	0								0
Date 32									0	0								0

Garfield at Utica Road

Load Switch Outputs (BIU 1)

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	LS 1	LS 2	LS 3	LS 4	LS 5	LS 6	LS 7	LS 8
Red Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Red Index	1	2	3	4	5	6	7	8
Yellow Function	VehYel	VehYel	VehYel	VehYel	VehYel	VehYel	VehYel	VehYel
Yellow Index	1	2	3	4	5	6	7	8
Green Function	VehGrn	VehGrn	VehGrn	VehGrn	VehGrn	VehGrn	VehGrn	VehGrn
Green Index	1	2	3	4	5	6	7	8

Load Switch Outputs (BIU 2)

	LS 9	LS 10	LS 11	LS 12	LS 13	LS 14	LS 15	LS 16
Red Function	DntWlk	DntWlk	DntWlk	DntWlk	GenOut	GenOut	GenOut	GenOut
Red Index	2	4	6	8	1	3	5	7
Yellow Function	PedClr	PedClr	PedClr	PedClr	GenOut	GenOut	GenOut	GenOut
Yellow Index	2	4	6	8	13	14	15	16
Green Function	Walk	Walk	Walk	Walk	OlpGrn	OlpGrn	OlpGrn	OlpGrn
Green Index	2	4	6	8	1	3	5	7

Garfield at Utica Road

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T/F Outputs (BIU 1)

	I/O 10	I/O 11	I/O 12	I/O 13
Output	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0

T/F Outputs (BIU 2)

	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

T/F Outputs (BIU 3)

	OUT 1	OUT 2	OUT 3	OUT 4	OUT 5	OUT 6	OUT 7	OUT 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	OUT 9	OUT 10	OUT 11	OUT 12	OUT 13	OUT 14	OUT 15	I/O 1
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6
Output	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0

T/F Outputs (BIU 4)

	OUT 1	OUT 2	OUT 3	OUT 4	OUT 5	OUT 6	OUT 7	OUT 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	OUT 9	OUT 10	OUT 11	OUT 12	OUT 13	OUT 14	OUT 15	I/O 1
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7	I/O 8	I/O 9
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

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Detector Inputs (BIU 9)

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	Det 1	Det 2	Det 3	Det 4	Det 5	Det 6	Det 7	Det 8
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	1	2	3	4	0	0	0	0
	Det 9	Det 10	Det 11	Det 12	Det 13	Det 14	Det 15	Det 16
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	9	10	11	12	13	14	15	16

Detector Inputs (BIU 10)

	Det 17	Det 18	Det 19	Det 20	Det 21	Det 22	Det 23	Det 24
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	Det 25	Det 26	Det 27	Det 28	Det 29	Det 30	Det 31	Det 32
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0

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Detector Inputs (BIU 11)

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	Det 33	Det 34	Det 35	Det 36	Det 37	Det 38	Det 39	Det 40
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Det 41	Det 42	Det 43	Det 44	Det 45	Det 46	Det 47	Det 48
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

Detector Inputs (BIU 12)

	Det 49	Det 50	Det 51	Det 52	Det 53	Det 54	Det 55	Det 56
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Det 57	Det 58	Det 59	Det 60	Det 61	Det 62	Det 63	Det 64
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

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T/F Inputs (BIU 1)

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	I/O 14	I/O 15	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21
Input	Preempt	Preempt	None	None	None	None	ManCtrl	IntAdv
Index	1	2	0	0	0	0	1	1

	I/O 22	I/O 23	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5
Input	MinRec	ExtStr	None	StopTm	StopTm	MaxII	MaxII	Force
Index	1	1	0	5	5	1	2	1

	IN 6	IN 7	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	Force	None	None	PedDet	PedDet	PedDet	PedDet
Index	2	0	0	1	2	3	4

T/F Inputs (BIU 2)

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	Preempt	Preempt	Preempt	Preempt	None	None	None	None
Index	3	4	5	6	0	0	0	0

	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5	IN 6	IN 7
Input	None	MaxInh	MaxInh	LocFlash	None	Alarm	Alarm	None
Index	0	1	2	1	0	1	2	0

	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	PedDet	PedDet	PedDet	PedDet
Index	0	5	6	7	8

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T/F Inputs (BIU 3)

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	I/O 7	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 15	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 23	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5	IN 6
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 7	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

T/F Inputs (BIU 4)

	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15	I/O 16	I/O 17
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23	I/O 24	IN 1
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 2	IN 3	IN 4	IN 5	IN 6	IN 7	IN 8	OPTO 1
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None
Index	0	0	0

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TS1 Outputs (Connector A)

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	Pin D	Pin E	Pin F	Pin G	Pin H	Pin J	Pin X	Pin Y
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	2	0	4	0	0	0	0	0

	Pin Z	Pin a	Pin b	Pin c	Pin d	Pin e	Pin r	Pin s
Output	VehYel	OlpYel	VehYel	VehGrn	VehRed	VehRed	VehRed	VehGrn
Index	2	0	4	4	0	0	0	2

	Pin t	Pin u	Pin CC	Pin DD
Output	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0

TS1 Outputs (Connector B)

	Pin A	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H	Pin J
Output	VehRed	VehRed	Walk	PedClr	DntWlk	DntWlk	VehRed	VehRed
Index	0	0	2	2	2	4	0	0

	Pin K	Pin Y	Pin Z	Pin a	Pin b	Pin c	Pin d	Pin e
Output	VehRed	VehRed	VehRed	VehRed	Walk	PedClr	VehRed	PhsOn
Index	0	0	0	0	4	4	0	0

	Pin f	Pin p	Pin q	Pin r	Pin s	Pin t	Pin u	Pin w
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin AA	Pin BB	Pin CC	Pin DD	Pin EE	Pin FF	Pin GG	Pin HH
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

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TS1 Outputs (Connector C)

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	Pin A	Pin B	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H
Output	VehRed	VehRed	DntWlk	VehRed	VehYel	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin J	Pin K	Pin L	Pin M	Pin N	Pin c	Pin d	Pin e
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin f	Pin g	Pin h	Pin i	Pin j	Pin k	Pin w	Pin x
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin y	Pin z	Pin AA	Pin BB	Pin CC	Pin DD	Pin FF	Pin GG
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin HH	Pin JJ	Pin KK	Pin LL	Pin MM	Pin NN	Pin PP
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	PhsNxt
Index	0	0	0	0	0	0	7

TS1 Outputs (Connector D)

	Pin z	Pin AA	Pin BB	Pin CC	Pin DD	Pin EE	Pin FF	Pin GG
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin HH	Pin JJ	Pin LL
Output	VehRed	VehRed	VehRed
Index	0	0	0

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TS1 Inputs (Connector A)

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	Pin K	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S	Pin T
Input	VehDet	PedDet	VehDet	StopTm	MaxInh	ExtStr	IntAdv	None
Index	2	2	10	5	1	1	1	0

	Pin f	Pin g	Pin h	Pin i	Pin j	Pin k	Pin m	Pin n
Input	VehDet	PedDet	VehDet	Force	MinRec	ManCtrl	CNA	None
Index	1	1	9	1	1	1	1	0

	Pin q	Pin v	Pin w	Pin x	Pin y	Pin z	Pin AA	Pin BB
Input	None	VehDet	OmtRed	RedRst	None	CNA	None	None
Index	0	26	1	1	0	2	0	0

	Pin EE	Pin FF	Pin GG	Pin HH
Input	VehDet	PedRcy	MaxII	None
Index	25	1	1	0

TS1 Inputs (Connector B)

	Pin B	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S	Pin T
Input	None	VehDet	PedDet	VehDet	PedDet	VehDet	VehDet	VehDet
Index	0	4	4	3	3	19	18	29

	Pin U	Pin V	Pin W	Pin X	Pin g	Pin h	Pin i	Pin j
Input	VehDet	PedRcy	None	None	VehDet	VehDet	VehDet	VehDet
Index	17	2	0	0	20	12	11	27

	Pin k	Pin m	Pin n	Pin v	Pin x	Pin z
Input	VehDet	VehDet	VehDet	None	VehDet	MaxII
Index	30	31	32	0	28	2

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TS1 Inputs (Connector C)

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	Pin P	Pin R	Pin S	Pin T	Pin U	Pin V	Pin W	Pin X
Input	VehDet	PedDet	VehDet	PedDet	PedDet	VehDet	PedDet	VehDet
Index	5	5	6	6	7	7	8	16
	Pin Y	Pin Z	Pin a	Pin b	Pin m	Pin n	Pin p	Pin q
Input	Force	StopTm	MaxInh	None	VehDet	VehDet	VehDet	VehDet
Index	2	5	2	0	13	21	14	22
	Pin r	Pin s	Pin t	Pin u	Pin v	Pin EE		
Input	VehDet	VehDet	VehDet	RedRst	OmtRed	VehDet		
Index	23	24	8	2	2	15		

TS1 Inputs (Connector D)

	Pin A	Pin B	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin J	Pin K	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin T	Pin U	Pin V	Pin W	Pin X	Pin Y	Pin Z	Pin a
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin b	Pin c	Pin d	Pin e	Pin f	Pin g	Pin h	Pin i
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin j	Pin k	Pin m	Pin n	Pin p	Pin q	Pin r	Pin s
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin t	Pin u	Pin v	Pin w	Pin x	Pin y		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

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332/336 Outputs (Connector C1S)

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	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8	Pin 9
Output	DntWlk	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	4	4	4	4	4	3	3	3
	Pin 10	Pin 11	Pin 12	Pin 13	Pin 15	Pin 16	Pin 17	Pin 18
Output	DntWlk	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	2	2	2	2	2	1	1	1
	Pin 19	Pin 20	Pin 21	Pin 22	Pin 23	Pin 24	Pin 25	Pin 26
Output	DntWlk	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	8	8	8	8	8	7	7	7
	Pin 27	Pin 28	Pin 29	Pin 30	Pin 31	Pin 32	Pin 33	Pin 34
Output	DntWlk	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	6	6	6	6	6	5	5	5
	Pin 35	Pin 36	Pin 37	Pin 38	Pin 83	Pin 84	Pin 85	Pin 86
Output	PedClr	PedClr	PedClr	PedClr	VehRed	VehRed	OlpRed	OlpYel
Index	2	6	4	8	0	0	12	12
	Pin 87	Pin 88	Pin 89	Pin 90	Pin 91	Pin 93	Pin 94	Pin 95
Output	OlpGrn	OlpRed	OlpYel	OlpGrn	VehRed	VehRed	OlpRed	OlpYel
Index	12	11	11	11	0	0	10	10
	Pin 96	Pin 97	Pin 98	Pin 99	Pin 100	Pin 101	Pin 102	Pin 103
Output	OlpGrn	OlpRed	OlpYel	OlpGrn	VehRed	VehGrn	VehRed	VehRed
Index	10	9	9	9	0	16	0	0

332/336 Outputs (Connector C11S)

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

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332/336 Inputs (Connector C1S)

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	Pin 39	Pin 40	Pin 41	Pin 42	Pin 43	Pin 44	Pin 45	Pin 46
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	1	2	3	4	5	6	7	8

	Pin 47	Pin 48	Pin 49	Pin 50	Pin 51	Pin 52	Pin 53	Pin 54
Input	VehDet	VehDet	VehDet	VehDet	Preempt	Preempt	ManCtrl	None
Index	9	10	11	12	1	2	5	0

	Pin 55	Pin 56	Pin 57	Pin 58	Pin 59	Pin 60	Pin 61	Pin 62
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	13	14	15	16	17	18	19	20

	Pin 63	Pin 64	Pin 65	Pin 66	Pin 67	Pin 68	Pin 69	Pin 70
Input	VehDet	VehDet	VehDet	VehDet	PedDet	PedDet	PedDet	PedDet
Index	21	22	23	24	2	4	6	8

	Pin 71	Pin 72	Pin 73	Pin 74	Pin 75	Pin 76	Pin 77	Pin 78
Input	Preempt	Preempt	Preempt	Preempt	None	VehDet	VehDet	VehDet
Index	3	4	5	6	0	25	26	27

	Pin 79	Pin 80	Pin 81	Pin 82
Input	VehDet	IntAdv	LocFlash	StopTm
Index	28	5	5	5

332/336 Inputs (Connector C11S)

	Pin 10	Pin 11	Pin 12	Pin 13	Pin 15	Pin 16	Pin 17	Pin 18
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 19	Pin 20	Pin 21	Pin 22	Pin 23	Pin 24	Pin 25	Pin 26
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 27	Pin 28	Pin 29	Pin 30
Input	None	None	None	None
Index	0	0	0	0

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ITS Outputs (14 Pack-1)

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	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Output	ManCtrl	IntAdv	StopTm	None
Index	5	5	5	0

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk	PedClr
Index	1	1	1	2	2	2	2	2

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk
Index	2	3	3	3	4	4	4	4

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	PedClr	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn
Index	4	4	5	5	5	6	6	6

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	DntWlk	PedClr	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel
Index	6	6	6	7	7	7	8	8

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehGrn	DntWlk	PedClr	Walk	OlpDW	OlpPC	OlpWlk	OlpDW
Index	8	8	8	8	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	OlpPC	OlpWlk	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Garfield at Utica Road

ITS Outputs (14 Pack-3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel	OlpGrn	OlpDW	OlpPC
Index	9	9	9	13	13	13	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	OlpWlk	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel	OlpGrn	OlpDW
Index	0	10	10	10	14	14	14	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	OlpPC	OlpWlk	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel	OlpGrn
Index	0	0	11	11	11	15	15	15
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	OlpDW	OlpPC	OlpWlk	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel
Index	0	0	0	12	12	12	16	16
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	OlpGrn	OlpWlk	OlpPC	OlpWlk	OlpDW	OlpPC	OlpWlk	OlpDW
Index	16	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	OlpPC	OlpWlk	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Garfield at Utica Road

ITS Outputs (6 Pack-1)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk	PedClr
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	PedClr	Walk	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Garfield at Utica Road

ITS Outputs (6 Pack-2)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk	PedClr
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	Walk	VehRed	VehYel	VehGrn	VehRed	VehYel	VehGrn	DntWlk
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	PedClr	Walk	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Garfield at Utica Road

ITS Outputs (6 Pack-3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	OlpRed	OlpYel	VehGrn	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	OlpGrn	OlpRed	OlpYel	OlpGrn	OlpRed	OlpYel	OlpGrn	OlpRed
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	OlpYel	OlpGrn	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Garfield at Utica Road

ITS Outputs (6 Pack-4)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed		
Index	0	0	0	0	0	0		

Garfield at Utica Road

ITS Inputs (Input Asm 1)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	VehDet	VehDet	PedDet	PedDet	PedDet	PedDet	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Garfield at Utica Road

ITS Inputs (Input Asm 2)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	VehDet	VehDet	Alarm	Alarm	Alarm	Alarm	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Garfield at Utica Road

ITS Inputs (Input Asm 3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Garfield at Utica Road

ITS Inputs (Input Asm 4)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Garfield at Utica Road

ITS Inputs (Input Asm 5)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Garfield at Utica Road

Cabinet / MMU Configuration

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Cabinet Type	TS2-Type2
MMU Disable	Yes

	1-8	9-16
MMU Channel Ignore		
Det BIU 1-No Fail Call		
Det BIU 2-No Fail Call		
Alt LS Flash		
Alt Phase Flash		
Alt Overlap Flash		
Alt LRV Flash		

	1-8	9-16	17-24	25-32
CMU Channel Ignore				

	1-8	9-16	17-24
Det IASM1-Det Diag			

	1-8	9-16	17-24
Det IASM2-Det Diag			

Phase / Overlap Outputs

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

LRV Outputs

	LRV
1	2 Head
2	2 Head
3	2 Head
4	2 Head
5	2 Head
6	2 Head
7	2 Head
8	2 Head

Garfield at Utica Road

I/O Logic Channels

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	Func1	Idx	Oper	Func2	Idx	Out1	Idx	Out2	Idx	Dly	Ext	Trig	Fls
Chan 1	PedDet	1	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 2	PedDet	2	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 3	PedDet	3	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 4	PedDet	4	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 5	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 6	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 7	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 8	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 9	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 10	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 11	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 12	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 13	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 14	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 15	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 16	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 17	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 18	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 19	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 20	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 21	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 22	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 23	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 24	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 25	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 26	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 27	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 28	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 29	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 30	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 31	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 32	None	0	Or	None	0	None	0	None	0	0	0	No	No

Garfield at Utica Road

Vehicle Detector 1

09/13/2023 12:59:04 PM

Delay	0.0	Extend	6.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	0	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8	9-16
Call Phases	4	
Yellow Lock Phases		
Red Lock Phases		
Extend Phases	4	
XSwitch Phases		
Bike Call Phases		

Vehicle Detector 2

Delay	0.0	Extend	6.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8	9-16
Call Phases	4	
Yellow Lock Phases		
Red Lock Phases		
Extend Phases	4	
XSwitch Phases		
Bike Call Phases		

Garfield at Utica Road

Pedestrian Detector 1

09/13/2023 12:59:04 PM

No Act	Max Pres	Erratic	Fail Mode
0	0	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	4	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Pedestrian Detector 2

No Act	Max Pres	Erratic	Fail Mode
0	0	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	4	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Pedestrian Detector 3

No Act	Max Pres	Erratic	Fail Mode
0	0	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	4	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Pedestrian Detector 4

No Act	Max Pres	Erratic	Fail Mode
0	0	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	4	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Garfield at Utica Road

Adaptive Priority - General/Local Detectors

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Local Detector Slack	0
Remote Detector Slack	0
Local Adjust Threshold	0
Remote Adjust Threshold	0

Detector	1	2	3	4	5	6	7	8
Step (Base)	0	0	0	0	0	0	0	0
Max (Base)	0	0	0	0	0	0	0	0
Step (Alt 1)	0	0	0	0	0	0	0	0
Max (Alt 1)	0	0	0	0	0	0	0	0
Step (Alt 2)	0	0	0	0	0	0	0	0
Max (Alt 2)	0	0	0	0	0	0	0	0
Step (Alt 3)	0	0	0	0	0	0	0	0
Max (Alt 3)	0	0	0	0	0	0	0	0

Garfield at Utica Road

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Estimated Delay

Transit	1	2	3	4	5	6	7	8
Disable	No	No	No	No	No	No	No	No
Rem Phs	0	0	0	0	0	0	0	0
Loc Int	0	0	0	0	0	0	0	0
Loc TT	0	0	0	0	0	0	0	0
RM1 Int	0	0	0	0	0	0	0	0

Garfield at Utica Road

Transit/LRV Startup/Options

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	LRV 1-8									
No Startup Call									Warn Flash Rate	1 Hz	Rsrv Inh Mode	Seconds

Garfield at Utica Road

Control / Config

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Pattern Mode	Central					
Manual Pattern	1	Manual Offset	1			
Stop Time Input	Enabled					
Aux Switch	StopTm		5			
DLS Mode	D4	Time Zone	Est (UTC-5)	GPS Thresh	5	
Password Timeout	5					

	1-8	9-16
Maint Phs Recalls		
Maint Ped Recalls		

Serial 1 Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00
Serial Rebroadcast	Disabled	Response	Time/Plan

Serial 2 Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00

Ethernet Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00
Serial Rebroadcast	Disabled		

Peer Configuration

Peer 1	0
Peer 2	0
Peer 3	0
Peer 4	0
Peer 5	0
Peer 6	0
Peer 7	0
Peer 8	0

Garfield at Utica Road

Logging

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VO Log Period	0
Power On	Enabled
Ext Start	Enabled
Man Control	Enabled
Cabinet Door	Enabled
MMU Faults	Enabled
BIU Faults	Enabled
Det Faults	Enabled
Coordination	Enabled
Preempt	Enabled
Soft Preempt	Disabled
Zone	Disabled
Speed Traps	Disabled

1 of 2 Hits (Det BIU 1)

1 of 2 Hits (Det BIU 2)

1 of 2 Hits (Det BIU 3)

1 of 2 Hits (Det BIU 4)

SPmt 1 Req Switch

SPmt 2 Req Switch

SPmt 3 Req Switch

SPmt 4 Req Switch

Zone 1 Req Switch

Zone 2 Req Switch

Zone 3 Req Switch

Zone 4 Req Switch

Zone 5 Req Switch

Zone 6 Req Switch

Zone 7 Req Switch

Zone 8 Req Switch

Trap Grp 1 Req Switch

Trap Grp 2 Req Switch

Trap Grp 3 Req Switch

Trap Grp 4 Req Switch

Intersection name: Masonic Boulevard at Utica Road **Number:** 266

Date this document was created: 03/14/2019 **Engineer:** M. Al-Akash

Cabinet Type | Load Switch Capacity:

TS1-2B (TS2 Detection) | 8

Load Switch | Associated Phase | Conflict Flash:

1.	SB Utica Road	φ	2	●
2.	NB Utica Road	φ	6	●
3.	Masonic Road	φ	4	●
4.	SB Utica Road PEDS	W	2	○
5.	NB Utica Road PEDS	W	6	○
6.	Masonic Road PEDS	W	4	○
7.				○
8.				○
9.				○
10.				○
11.				○
12.				○
13.				○
14.				○
15.				○
16.				○
17.				○
18.				○
19.				○
20.				○
21.				○
22.				○
23.				○
24.				○
25.				○
26.				○
27.				○
28.				○

Vehicle Detection Assignments (controller):

1.	φ4 - WBR	21.	
2.	φ4 - WBT	22.	
3.	φ4 - WBT	23.	
4.		24.	
5.	φ4 - EBT	25.	
6.	φ4 - EBT	26.	
7.		27.	
8.		28.	
9.		29.	
10.		30.	
11.		31.	
12.		32.	
13.		33.	
14.		34.	
15.		35.	
16.		36.	
17.		37.	
18.		38.	
19.		39.	
20.		40.	

Intersection Status Screen Recalls:

PH	1	2	3	4	5	6	7	8
VEH		M				M		
PED								

Notes:

Please put any applicable comments on back of this sheet. Deviations from this cover sheet may occur during construction events or with malfunctioning infrastructure. Please contact the TOC with questions.

Pedestrian Detection Assignments (controller):

1.	W2	**Notes:**
2.	W6	
3.	W4	
4.		
5.		
6.		
7.		
8.		

Scheduled Flash:

to N/A

to N/A

S	M	T	W	Th	F	S

Weekday time: _____

Weekend time: _____

Utica Rd at Masonic

Phase Timing

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Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	0	6	0	10	0	6	0	0	0	0	0	0	0	0	0	0
Veh 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
Max Green 1	0	20	0	20	0	20	0	0	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	0.0	3.6	0.0	3.5	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clr	0.0	2.1	0.0	2.5	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv Flash	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bike MG	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	5	0	5	0	0	0	0	0	0	0	0	0	0
Ped Clr	0	13	0	17	0	24	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
Sol DW	0.0	3.0	0.0	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
Early Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added	0.0	0.0	0.0	0.0	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 Initial	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
Reduce After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTReduce	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
CS Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	4.0	0.0	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
Neg Ped	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AP Disc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Return Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Phase Options

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Phases	1-8								9-16							
Min Recalls																
Max Recalls		2				6										
Ped Recalls																
Soft Recall																
Dual Entry																
Red Rest																
Walk Rest																
Walk Expand																
Ped Recycle																
Sim Ped Term																
PC Thru Clr		2		4		6										
Guar Passage																
No Simult Gap																
Yel Lock																
Red Lock																
PhaseNext Lock																
No Term Call		2		4		6										
Cond Serv																
CS Enable																
Cond Reserve																
Reserve																
Veh Omit																
Ped Omit																
Perm Phase																
Protect Calls																
Protect Calls 2																
Flash Entry				4												
Flash Exit		2														
Flash Exit Yel																
Flash Exit Red																
Ped Scramble																
No Min Yel																
No Min Red Rev																
Max Scramble Walk																
Flash Yellow																
Flash FYA																
CNA 1																
CNA 2																

Utica Rd at Masonic

Phase Startup Options

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Startup Flash	5	Mode	Yel->Red
Startup All Red	4	Yellow	0.0

Phases	1-8							9-16							
Startup Phases		2													
Startup Yellow															
Startup Red															
Startup No Walk															
Startup Next															
Startup Yel Fls															
Startup FYA															
No Veh Call															
No Ped Call															

Phase Startup Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unit

Red Revert	4.0	Ped Protect	No	AdvFls in Flash	No

Utica Rd at Masonic

Ring Sequence / Conflicting Phases

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Ringgroup 1

Ring 1																
	2	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0

Ringgroup 2

Custom Sequences

Seq 1	6	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Conflicting Phases

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

Utica Rd at Masonic

MCE Options

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Phases	1-8							9-16							
MCE Ped Protect		2		4		6									
MCE Veh Call		2		4		6									
MCE Ped Call		2		4		6									
MCE Veh Omit															
MCE Ped Omit															
MCE Veh Sync		2		4		6									
MCE Ped Sync		2		4		6									
MCE Halt Don't Walk															

LRV Phases	1-8						
MCE LRV Term Early							

Utica Rd at Masonic

FYA/FRA

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FYA	1	2	3	4	5	6	7	8
Prot Phs	0	0	0	0	0	0	0	0
Opp Thru	0	0	0	0	0	0	0	0
Start Phs	0	0	0	0	0	0	0	0
Opp Ped	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Skip Prot Red	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Head Mode	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1

Ped Hawk 1

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 2

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 3

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 4

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Utica Rd at Masonic

Overlap Startup Options

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Overlaps	1-8							9-16							
Startup Overlap Green															
Startup Overlap Yellow															

Overlap Startup Timing

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Unit Options

Overlaps	1-8							9-16							
Overlap Ped Recalls															
MCE Olap Ped Protect															
MCE Olap Ped Calls															
MCE Olap Ped Expand															
No Min Yellow															
No Min Red Rev															
Flash Yellow															
No Conflict															
Pre Signal															
Perm Red															
Perm FYA															
Perm FRA															

Utica Rd at Masonic

Coordination Options

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Sync Time	00:00	RTC Set Time	00:00
Transition Mode	Best 2	Ped Adjust	None
Trans Short %	20	Trans Long %	35
Offset Reference	Lead Grn	Short Cycles	0
Dual Entry	Normal	Overlap F/O	Disabled
Master Sync Mode	RTC	Master Sync Length	0
Adapt Thresh	0	Adapt Step	0
External Plan Max	0		
Hardwire No Match	Sched	Hardwire Sync Fail	0
Override Omit/Recall	No		

Phases	1-8	9-16
No Trans Recall		
Trans Ped Recall		
Trans Phases		

Utica Rd at Masonic

Hardwire Plans

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Hardwire	Plan Select							Pattern	Offset	Mode
Plan 1								0	0	Hardwire
Plan 2								0	0	Hardwire
Plan 3								0	0	Hardwire
Plan 4								0	0	Hardwire
Plan 5								0	0	Hardwire
Plan 6								0	0	Hardwire
Plan 7								0	0	Hardwire
Plan 8								0	0	Hardwire
Plan 9								0	0	Hardwire
Plan 10								0	0	Hardwire
Plan 11								0	0	Hardwire
Plan 12								0	0	Hardwire
Plan 13								0	0	Hardwire
Plan 14								0	0	Hardwire
Plan 15								0	0	Hardwire
Plan 16								0	0	Hardwire
Plan 17								0	0	Hardwire
Plan 18								0	0	Hardwire
Plan 19								0	0	Hardwire
Plan 20								0	0	Hardwire
Plan 21								0	0	Hardwire
Plan 22								0	0	Hardwire
Plan 23								0	0	Hardwire
Plan 24								0	0	Hardwire
Plan 25								0	0	Hardwire
Plan 26								0	0	Hardwire
Plan 27								0	0	Hardwire
Plan 28								0	0	Hardwire
Plan 29								0	0	Hardwire
Plan 30								0	0	Hardwire
Plan 31								0	0	Hardwire
Plan 32								0	0	Hardwire

Utica Rd at Masonic

Soft Interconnect

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Mode	Slave	Remote Int Number	0
Yield Delay	0		
Yield Duration	0		
Permissive	0		
Local Hold Limit	0		

Phases	1-8	9-16
Local Control Phases		
Local Hold Phases		
Local Perm Phases		
Local Call Phases		
Remote Perm Phases		
Remote Hold Phases		

Utica Rd at Masonic

Coordination Pattern 1

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Cycle	100	Ringgroup 1 - Offset 1	17	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	37	0	26	0	37	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	12	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	1	TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Coordination Pattern 1

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Coordination Pattern 2

09/13/2023 1:03:05 PM

Cycle	120	Ringgroup 1 - Offset 1	87	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	56	0	28	0	36	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	12	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Coordination Pattern 2

09/13/2023 1:03:05 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Coordination Pattern 3

09/13/2023 1:03:05 PM

Cycle	120	Ringgroup 1 - Offset 1	43	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	45	0	28	0	47	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	12	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	1	TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Coordination Pattern 3

09/13/2023 1:03:05 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Coordination Pattern 4

09/13/2023 1:03:05 PM

Cycle	100	Ringgroup 1 - Offset 1	17	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	37	0	26	0	37	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	12	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	1	TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Coordination Pattern 4

09/13/2023 1:03:05 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Coordination Pattern 5

09/13/2023 1:03:05 PM

Cycle	100	Ringgroup 1 - Offset 1	17	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	37	0	26	0	37	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	12	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	1	TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Coordination Pattern 5

09/13/2023 1:03:05 PM

Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Preempt Inputs

09/13/2023 1:03:05 PM

Preempt Input	1	2	3	4	5	6	7	8	9	10
Delay	0	0	0	0	0	0	0	0	0	0
Checkout Limit	0	0	0	0	0	0	0	0	0	0
Locked	No	No	No	No	No	No	No	No	No	No
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Input Number	0	0	0	0	0	0	0	0	0	0
Input Priority	All	All	All	All	All	All	All	All	All	All
Delay Mode	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp

Preempt Priority

Preempt	1	2	3	4	5	6	7	8	9	10
Priority	0	0	0	0	0	0	0	0	0	0

Remote Preemption

Remote Preempt	RM 1	RM 2	RM 3	RM 4	RM 5	RM 6	RM 7	RM 8
Int Number	0	0	0	0	0	0	0	0
PE Number	0	0	0	0	0	0	0	0
Mode	Dis	Dis	Dis	Dis	Dis	Dis	Dis	Dis
Slack	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0
Alt TT 1	0	0	0	0	0	0	0	0
Alt TT 2	0	0	0	0	0	0	0	0
Alt TT 3	0	0	0	0	0	0	0	0
Alt TT 4	0	0	0	0	0	0	0	0
Alt TT 5	0	0	0	0	0	0	0	0
Alt TT 6	0	0	0	0	0	0	0	0
Alt TT 7	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Soft Preempt 1 - Misc

09/13/2023 1:03:05 PM

Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

Utica Rd at Masonic

Soft Preempt 2 - Misc

09/13/2023 1:03:05 PM

Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

Utica Rd at Masonic

Soft Preempt 3 - Misc

09/13/2023 1:03:05 PM

Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

Utica Rd at Masonic

Soft Preempt 4 - Misc

09/13/2023 1:03:05 PM

Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

Utica Rd at Masonic

TOD Pattern Events

09/13/2023 1:03:05 PM

	Time	DOW							Holidays								Mode	Pattern	Offset
Event 1	00:00	S	M	T	W	T	F	S									Sched	1	1
Event 2	10:00							S									Sched	4	1
Event 3	10:00	S															Sched	5	1
Event 4	06:00		M	T	W	T	F										Sched	2	1
Event 5	09:00		M	T	W	T	F										Sched	1	1
Event 6	13:30		M	T	W	T	F										Sched	3	1
Event 7	19:00	S	M	T	W	T	F	S									Sched	1	1
Event 8	00:00																Sched	0	0
Event 9	00:00																Sched	0	0
Event 10	00:00																Sched	0	0
Event 11	00:00																Sched	0	0
Event 12	00:00																Sched	0	0
Event 13	00:00																Sched	0	0
Event 14	00:00																Sched	0	0
Event 15	00:00																Sched	0	0
Event 16	00:00																Sched	0	0
Event 17	00:00																Sched	0	0
Event 18	00:00																Sched	0	0
Event 19	00:00																Sched	0	0
Event 20	00:00																Sched	0	0
Event 21	00:00																Sched	0	0
Event 22	00:00																Sched	0	0
Event 23	00:00																Sched	0	0
Event 24	00:00																Sched	0	0
Event 25	00:00																Sched	0	0
Event 26	00:00																Sched	0	0
Event 27	00:00																Sched	0	0
Event 28	00:00																Sched	0	0
Event 29	00:00																Sched	0	0
Event 30	00:00																Sched	0	0
Event 31	00:00																Sched	0	0
Event 32	00:00																Sched	0	0

Utica Rd at Masonic

Holidays

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	Active Holidays								Month	Day	DOW							WOM
Date 1									0	0								0
Date 2									0	0								0
Date 3									0	0								0
Date 4									0	0								0
Date 5									0	0								0
Date 6									0	0								0
Date 7									0	0								0
Date 8									0	0								0
Date 9									0	0								0
Date 10									0	0								0
Date 11									0	0								0
Date 12									0	0								0
Date 13									0	0								0
Date 14									0	0								0
Date 15									0	0								0
Date 16									0	0								0
Date 17									0	0								0
Date 18									0	0								0
Date 19									0	0								0
Date 20									0	0								0
Date 21									0	0								0
Date 22									0	0								0
Date 23									0	0								0
Date 24									0	0								0
Date 25									0	0								0
Date 26									0	0								0
Date 27									0	0								0
Date 28									0	0								0
Date 29									0	0								0
Date 30									0	0								0
Date 31									0	0								0
Date 32									0	0								0

Utica Rd at Masonic

Load Switch Outputs (BIU 1)

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	LS 1	LS 2	LS 3	LS 4	LS 5	LS 6	LS 7	LS 8
Red Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Red Index	0	0	0	0	0	0	0	0
Yellow Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Yellow Index	0	0	0	0	0	0	0	0
Green Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Green Index	0	0	0	0	0	0	0	0

Load Switch Outputs (BIU 2)

	LS 9	LS 10	LS 11	LS 12	LS 13	LS 14	LS 15	LS 16
Red Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Red Index	0	0	0	0	0	0	0	0
Yellow Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Yellow Index	0	0	0	0	0	0	0	0
Green Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Green Index	0	0	0	0	0	0	0	0

Utica Rd at Masonic

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T/F Outputs (BIU 1)

	I/O 10	I/O 11	I/O 12	I/O 13
Output	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0

T/F Outputs (BIU 2)

	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

T/F Outputs (BIU 3)

	OUT 1	OUT 2	OUT 3	OUT 4	OUT 5	OUT 6	OUT 7	OUT 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	OUT 9	OUT 10	OUT 11	OUT 12	OUT 13	OUT 14	OUT 15	I/O 1
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6
Output	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0

T/F Outputs (BIU 4)

	OUT 1	OUT 2	OUT 3	OUT 4	OUT 5	OUT 6	OUT 7	OUT 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	OUT 9	OUT 10	OUT 11	OUT 12	OUT 13	OUT 14	OUT 15	I/O 1
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7	I/O 8	I/O 9
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Detector Inputs (BIU 9)

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	Det 1	Det 2	Det 3	Det 4	Det 5	Det 6	Det 7	Det 8
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	1	2	3	4	5	6	7	8

	Det 9	Det 10	Det 11	Det 12	Det 13	Det 14	Det 15	Det 16
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0

Detector Inputs (BIU 10)

	Det 17	Det 18	Det 19	Det 20	Det 21	Det 22	Det 23	Det 24
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0

	Det 25	Det 26	Det 27	Det 28	Det 29	Det 30	Det 31	Det 32
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Detector Inputs (BIU 11)

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	Det 33	Det 34	Det 35	Det 36	Det 37	Det 38	Det 39	Det 40
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Det 41	Det 42	Det 43	Det 44	Det 45	Det 46	Det 47	Det 48
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

Detector Inputs (BIU 12)

	Det 49	Det 50	Det 51	Det 52	Det 53	Det 54	Det 55	Det 56
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Det 57	Det 58	Det 59	Det 60	Det 61	Det 62	Det 63	Det 64
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

Utica Rd at Masonic

T/F Inputs (BIU 1)

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	I/O 14	I/O 15	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 22	I/O 23	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 6	IN 7	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0

T/F Inputs (BIU 2)

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5	IN 6	IN 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None	None	None
Index	0	0	0	0	0

Utica Rd at Masonic

T/F Inputs (BIU 3)

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	I/O 7	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 15	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 23	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5	IN 6
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 7	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

T/F Inputs (BIU 4)

	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15	I/O 16	I/O 17
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23	I/O 24	IN 1
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 2	IN 3	IN 4	IN 5	IN 6	IN 7	IN 8	OPTO 1
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None
Index	0	0	0

Utica Rd at Masonic

TS1 Outputs (Connector A)

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	Pin D	Pin E	Pin F	Pin G	Pin H	Pin J	Pin X	Pin Y
Output	VehRed	DntWlk	VehRed	DntWlk	PedClr	Walk	VehRed	VehRed
Index	2	6	6	4	4	4	0	0

	Pin Z	Pin a	Pin b	Pin c	Pin d	Pin e	Pin r	Pin s
Output	VehYel	PedClr	VehYel	VehGrn	VehRed	VehRed	VehRed	VehGrn
Index	2	6	6	6	0	0	0	2

	Pin t	Pin u	Pin CC	Pin DD
Output	Walk	VehRed	VehRed	VehRed
Index	6	0	0	0

TS1 Outputs (Connector B)

	Pin A	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H	Pin J
Output	VehRed	VehRed	VehGrn	VehYel	VehRed	DntWlk	VehRed	VehRed
Index	0	0	4	4	4	2	0	0

	Pin K	Pin Y	Pin Z	Pin a	Pin b	Pin c	Pin d	Pin e
Output	VehRed	VehRed	VehRed	VehRed	Walk	PedClr	VehRed	VehRed
Index	0	0	0	0	2	2	0	0

	Pin f	Pin p	Pin q	Pin r	Pin s	Pin t	Pin u	Pin w
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin AA	Pin BB	Pin CC	Pin DD	Pin EE	Pin FF	Pin GG	Pin HH
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

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TS1 Outputs (Connector C)

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	Pin A	Pin B	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin J	Pin K	Pin L	Pin M	Pin N	Pin c	Pin d	Pin e
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin f	Pin g	Pin h	Pin i	Pin j	Pin k	Pin w	Pin x
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin y	Pin z	Pin AA	Pin BB	Pin CC	Pin DD	Pin FF	Pin GG
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin HH	Pin JJ	Pin KK	Pin LL	Pin MM	Pin NN	Pin PP
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0

TS1 Outputs (Connector D)

	Pin z	Pin AA	Pin BB	Pin CC	Pin DD	Pin EE	Pin FF	Pin GG
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin HH	Pin JJ	Pin LL
Output	VehRed	VehRed	VehRed
Index	0	0	0

Utica Rd at Masonic

TS1 Inputs (Connector A)

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	Pin K	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S	Pin T
Input	VehDet	PedDet	VehDet	StopTm	MaxInh	ExtStr	IntAdv	None
Index	2	2	10	5	1	1	1	0

	Pin f	Pin g	Pin h	Pin i	Pin j	Pin k	Pin m	Pin n
Input	PedDet	PedDet	VehDet	Force	MinRec	ManCtrl	CNA	None
Index	3	1	9	1	1	1	1	0

	Pin q	Pin v	Pin w	Pin x	Pin y	Pin z	Pin AA	Pin BB
Input	None	VehDet	OmtRed	RedRst	None	CNA	None	None
Index	0	26	1	1	0	2	0	0

	Pin EE	Pin FF	Pin GG	Pin HH
Input	VehDet	PedRcy	MaxII	None
Index	25	1	1	0

TS1 Inputs (Connector B)

	Pin B	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S	Pin T
Input	None	VehDet	PedDet	VehDet	PedDet	VehDet	VehDet	VehDet
Index	0	4	4	3	3	19	18	29

	Pin U	Pin V	Pin W	Pin X	Pin g	Pin h	Pin i	Pin j
Input	VehDet	PedRcy	None	None	VehDet	VehDet	VehDet	VehDet
Index	17	2	0	0	20	12	11	27

	Pin k	Pin m	Pin n	Pin v	Pin x	Pin z
Input	VehDet	VehDet	VehDet	None	VehDet	MaxII
Index	30	31	32	0	28	2

Utica Rd at Masonic

TS1 Inputs (Connector C)

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	Pin P	Pin R	Pin S	Pin T	Pin U	Pin V	Pin W	Pin X
Input	VehDet	PedDet	VehDet	PedDet	PedDet	VehDet	PedDet	VehDet
Index	5	5	6	6	7	7	8	16

	Pin Y	Pin Z	Pin a	Pin b	Pin m	Pin n	Pin p	Pin q
Input	Force	StopTm	MaxInh	None	VehDet	VehDet	VehDet	VehDet
Index	2	5	2	0	13	21	14	22

	Pin r	Pin s	Pin t	Pin u	Pin v	Pin EE
Input	VehDet	VehDet	VehDet	RedRst	OmtRed	VehDet
Index	23	24	8	2	2	15

TS1 Inputs (Connector D)

	Pin A	Pin B	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin J	Pin K	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin T	Pin U	Pin V	Pin W	Pin X	Pin Y	Pin Z	Pin a
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin b	Pin c	Pin d	Pin e	Pin f	Pin g	Pin h	Pin i
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin j	Pin k	Pin m	Pin n	Pin p	Pin q	Pin r	Pin s
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin t	Pin u	Pin v	Pin w	Pin x	Pin y
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

Utica Rd at Masonic

332/336 Outputs (Connector C1S)

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	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8	Pin 9
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin 10	Pin 11	Pin 12	Pin 13	Pin 15	Pin 16	Pin 17	Pin 18
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin 19	Pin 20	Pin 21	Pin 22	Pin 23	Pin 24	Pin 25	Pin 26
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin 27	Pin 28	Pin 29	Pin 30	Pin 31	Pin 32	Pin 33	Pin 34
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin 35	Pin 36	Pin 37	Pin 38	Pin 83	Pin 84	Pin 85	Pin 86
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin 87	Pin 88	Pin 89	Pin 90	Pin 91	Pin 93	Pin 94	Pin 95
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin 96	Pin 97	Pin 98	Pin 99	Pin 100	Pin 101	Pin 102	Pin 103
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

332/336 Outputs (Connector C11S)

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

Utica Rd at Masonic

332/336 Inputs (Connector C1S)

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	Pin 39	Pin 40	Pin 41	Pin 42	Pin 43	Pin 44	Pin 45	Pin 46
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 47	Pin 48	Pin 49	Pin 50	Pin 51	Pin 52	Pin 53	Pin 54
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 55	Pin 56	Pin 57	Pin 58	Pin 59	Pin 60	Pin 61	Pin 62
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 63	Pin 64	Pin 65	Pin 66	Pin 67	Pin 68	Pin 69	Pin 70
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 71	Pin 72	Pin 73	Pin 74	Pin 75	Pin 76	Pin 77	Pin 78
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 79	Pin 80	Pin 81	Pin 82
Input	None	None	None	None
Index	0	0	0	0

332/336 Inputs (Connector C11S)

	Pin 10	Pin 11	Pin 12	Pin 13	Pin 15	Pin 16	Pin 17	Pin 18
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 19	Pin 20	Pin 21	Pin 22	Pin 23	Pin 24	Pin 25	Pin 26
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 27	Pin 28	Pin 29	Pin 30
Input	None	None	None	None
Index	0	0	0	0

Utica Rd at Masonic

ITS Outputs (14 Pack-1)

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	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Output	None	None	None	None
Index	0	0	0	0

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Utica Rd at Masonic

ITS Outputs (14 Pack-3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Utica Rd at Masonic

ITS Outputs (6 Pack-1)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Utica Rd at Masonic

ITS Outputs (6 Pack-2)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Utica Rd at Masonic

ITS Outputs (6 Pack-3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Utica Rd at Masonic

ITS Outputs (6 Pack-4)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Utica Rd at Masonic

ITS Inputs (Input Asm 1)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica Rd at Masonic

ITS Inputs (Input Asm 2)

09/13/2023 1:03:05 PM

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica Rd at Masonic

ITS Inputs (Input Asm 3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica Rd at Masonic

ITS Inputs (Input Asm 4)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica Rd at Masonic

ITS Inputs (Input Asm 5)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica Rd at Masonic

Cabinet / MMU Configuration

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Cabinet Type	TS2-Type2
MMU Disable	Yes

	1-8	9-16
MMU Channel Ignore	☐☐☐☐☐☐☐☐	☐☐☐☐☐☐☐☐
Det BIU 1-No Fail Call	☐☐☐☐☐☐☐☐	☐☐☐☐☐☐☐☐
Det BIU 2-No Fail Call	☐☐☐☐☐☐☐☐	☐☐☐☐☐☐☐☐
Alt LS Flash	☐☐☐☐☐☐☐☐	☐☐☐☐☐☐☐☐
Alt Phase Flash	☐☐☐☐☐☐☐☐	☐☐☐☐☐☐☐☐
Alt Overlap Flash	☐☐☐☐☐☐☐☐	☐☐☐☐☐☐☐☐
Alt LRV Flash	☐☐☐☐☐☐☐☐	☐☐☐☐☐☐☐☐

	1-8	9-16	17-24	25-32
CMU Channel Ignore	☐☐☐☐☐☐☐☐	☐☐☐☐☐☐☐☐		
			☐☐☐☐☐☐☐☐	☐☐☐☐☐☐☐☐
Det IASM1-Det Diag	☐☐☐☐☐☐☐☐	☐☐☐☐☐☐☐☐		
			☐☐☐☐☐☐☐☐	
Det IASM2-Det Diag	☐☐☐☐☐☐☐☐	☐☐☐☐☐☐☐☐		
			☐☐☐☐☐☐☐☐	

Phase / Overlap Outputs

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

LRV Outputs

	LRV
1	2 Head
2	2 Head
3	2 Head
4	2 Head
5	2 Head
6	2 Head
7	2 Head
8	2 Head

Utica Rd at Masonic

I/O Logic Channels

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	Func1	Idx	Oper	Func2	Idx	Out1	Idx	Out2	Idx	Dly	Ext	Trig	Fls
Chan 1	PedDet	1	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 2	PedDet	2	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 3	PedDet	3	Or	None	0	Alarm	2	None	0	240	0	No	No
Chan 4	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 5	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 6	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 7	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 8	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 9	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 10	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 11	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 12	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 13	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 14	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 15	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 16	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 17	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 18	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 19	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 20	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 21	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 22	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 23	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 24	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 25	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 26	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 27	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 28	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 29	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 30	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 31	None	0	Or	None	0	None	0	None	0	0	0	No	No
Chan 32	None	0	Or	None	0	None	0	None	0	0	0	No	No

Utica Rd at Masonic

Vehicle Detector 1

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Delay	Extend	Carryover	Queue Limit
5.0	0.0	0.0	0

Mode	Added	System
No Disc	Disabled	Disabled

Fail Mode	Max Pres	No Act	Erratic	Fail Time
None	2880	0	0	0

Delay 2: 0.0

Phases	1-8	9-16
Call Phases	4	
Yellow Lock Phases		
Red Lock Phases		
Extend Phases	4	
XSwitch Phases		
Bike Call Phases		

Vehicle Detector 2

Delay	Extend	Carryover	Queue Limit
0.0	3.0	0.0	0

Mode	Added	System
No Disc	Disabled	Disabled

Fail Mode	Max Pres	No Act	Erratic	Fail Time
None	2880	0	0	0

Delay 2: 0.0

Phases	1-8	9-16
Call Phases	4	
Yellow Lock Phases		
Red Lock Phases		
Extend Phases	4	
XSwitch Phases		
Bike Call Phases		

Utica Rd at Masonic

Vehicle Detector 3

09/13/2023 1:03:05 PM

Delay	Extend	Carryover	Queue Limit
0.0	3.0	0.0	0

Mode	Added	System
No Disc	Disabled	Disabled

Fail Mode	Max Pres	No Act	Erratic	Fail Time
None	2880	0	0	0

Delay 2: 0.0

Phases	1-8	9-16
Call Phases	4	
Yellow Lock Phases		
Red Lock Phases		
Extend Phases	4	
XSwitch Phases		
Bike Call Phases		

Vehicle Detector 5

Delay	Extend	Carryover	Queue Limit
5.0	0.0	0.0	0

Mode	Added	System
No Disc	Disabled	Disabled

Fail Mode	Max Pres	No Act	Erratic	Fail Time
None	2880	0	0	0

Delay 2: 0.0

Phases	1-8	9-16
Call Phases	4	
Yellow Lock Phases		
Red Lock Phases		
Extend Phases	4	
XSwitch Phases		
Bike Call Phases		

Utica Rd at Masonic

Vehicle Detector 6

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Delay	0.0	Extend	3.0	Carryover	0.0	Queue Limit	0						
Mode	No Disc	Added	Disabled	System	Disabled								
Fail Mode	None	Max Pres	2880	No Act	0	Erratic	0	Fail Time	0				
Delay 2	0.0												

Phases	1-8							9-16							
Call Phases				4											
Yellow Lock Phases															
Red Lock Phases															
Extend Phases				4											
XSwitch Phases															
Bike Call Phases															

Utica Rd at Masonic

Pedestrian Detector 1

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No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	2	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Pedestrian Detector 2

No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	6	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Pedestrian Detector 3

No Act	Max Pres	Erratic	Fail Mode
0	4	0	None

Phases/Overlaps	1-8	9-16
Call Ped Phases	4	
Call Ped Olaps		
Call Phases		
Locked Call Phases		
Ped Entry Phases		
Olap Ped Entry Phases		
Ped Cascade Phases		
Call Walk2		

Utica Rd at Masonic

Adaptive Priority - General/Local Detectors

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Local Detector Slack	0
Remote Detector Slack	0
Local Adjust Threshold	0
Remote Adjust Threshold	0

Detector	1	2	3	4	5	6	7	8
Step (Base)	0	0	0	0	0	0	0	0
Max (Base)	0	0	0	0	0	0	0	0
Step (Alt 1)	0	0	0	0	0	0	0	0
Max (Alt 1)	0	0	0	0	0	0	0	0
Step (Alt 2)	0	0	0	0	0	0	0	0
Max (Alt 2)	0	0	0	0	0	0	0	0
Step (Alt 3)	0	0	0	0	0	0	0	0
Max (Alt 3)	0	0	0	0	0	0	0	0

Utica Rd at Masonic

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Estimated Delay

Transit	1	2	3	4	5	6	7	8
Disable	No	No	No	No	No	No	No	No
Rem Phs	0	0	0	0	0	0	0	0
Loc Int	0	0	0	0	0	0	0	0
Loc TT	0	0	0	0	0	0	0	0
RM1 Int	0	0	0	0	0	0	0	0

Utica Rd at Masonic

Transit/LRV Startup/Options

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	LRV 1-8									
No Startup Call									Warn Flash Rate	1 Hz	Rsrv Inh Mode	Seconds

Utica Rd at Masonic

Control / Config

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Pattern Mode	Central					
Manual Pattern	1	Manual Offset	1			
Stop Time Input	Enabled					
Aux Switch	StopTm		5			
DLS Mode	D4	Time Zone	Est (UTC-5)	GPS Thresh	0	
Password Timeout	5					

	1-8	9-16
Maint Phs Recalls		
Maint Ped Recalls		

Serial 1 Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00
Serial Rebroadcast	Disabled	Response	Time/Plan

Serial 2 Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00

Ethernet Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00
Serial Rebroadcast	Disabled		

Peer Configuration

Peer 1	0
Peer 2	0
Peer 3	0
Peer 4	0
Peer 5	0
Peer 6	0
Peer 7	0
Peer 8	0

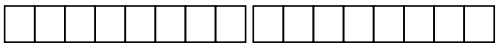
Utica Rd at Masonic

Logging

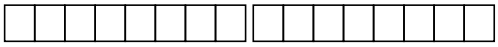
09/13/2023 1:03:05 PM

VO Log Period	0
Power On	Enabled
Ext Start	Enabled
Man Control	Enabled
Cabinet Door	Enabled
MMU Faults	Enabled
BIU Faults	Enabled
Det Faults	Enabled
Coordination	Enabled
Preempt	Enabled
Soft Preempt	Disabled
Zone	Disabled
Speed Traps	Disabled

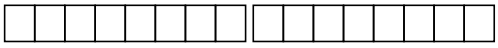
1 of 2 Hits (Det BIU 1)



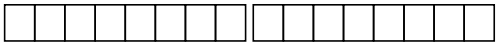
1 of 2 Hits (Det BIU 2)



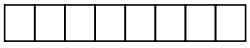
1 of 2 Hits (Det BIU 3)



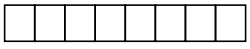
1 of 2 Hits (Det BIU 4)



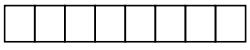
SPmt 1 Req Switch



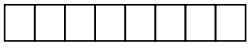
SPmt 2 Req Switch



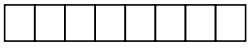
SPmt 3 Req Switch



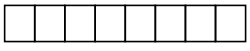
SPmt 4 Req Switch



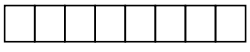
Zone 1 Req Switch



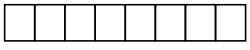
Zone 2 Req Switch



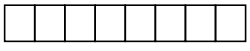
Zone 3 Req Switch



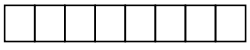
Zone 4 Req Switch



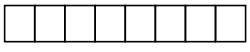
Zone 5 Req Switch



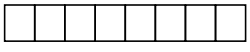
Zone 6 Req Switch



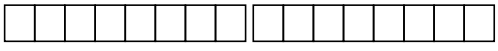
Zone 7 Req Switch



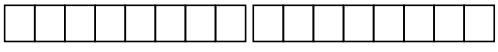
Zone 8 Req Switch



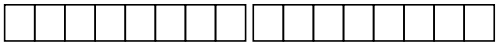
Trap Grp 1 Req Switch



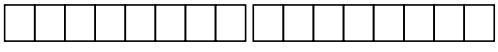
Trap Grp 2 Req Switch



Trap Grp 3 Req Switch



Trap Grp 4 Req Switch



Intersection name: Mulvey Road @ Utica Road **Number:** 281

Date this document was created: 02/10/2023 **Engineer:** Mehedi Hasan

Cabinet Type | Load Switch Capacity:

TS1 (TS2 Detection) | 8

Load Switch | Associated Phase | Conflict Flash:

1.	Utica Road	φ	2	🟡
2.	Mulvey Road	φ	4	🔴
3.	Utica PEDS	W	2	○
4.	Mulvey PEDS	W	4	○
5.				○
6.				○
7.				○
8.				○
9.				○
10.				○
11.				○
12.				○
13.				○
14.				○
15.				○
16.				○
17.				○
18.				○
19.				○
20.				○
21.				○
22.				○
23.				○
24.				○
25.				○
26.				○
27.				○
28.				○

Vehicle Detection Assignments (controller):

1.	φ 4	21.	
2.	φ 4	22.	
3.	φ 4	23.	
4.	φ 4	24.	
5.	φ 4	25.	
6.	φ 4	26.	
7.	φ 4	27.	
8.	φ 4	28.	
9.		29.	
10.		30.	
11.		31.	
12.		32.	
13.		33.	
14.		34.	
15.		35.	
16.		36.	
17.		37.	
18.		38.	
19.		39.	
20.		40.	

Intersection Status Screen Recalls:

PH	1	2	3	4	5	6	7	8
VEH		M						
PED		R						

Notes: Coord and Ped Recall for Phase-2.

Please put any applicable comments on back of this sheet. Deviations from this cover sheet may occur during construction events or with malfunctioning infrastructure. Please contact the TOC with questions.

Pedestrian Detection Assignments (controller):

1.	W4	**Notes:**
2.	W4	
3.		
4.		
5.		
6.		
7.		
8.		

Scheduled Flash:

Yellow to Utica Road

Red to Mulvey Road

S	M	T	W	Th	F	S
✓	✓	✓	✓	✓	✓	✓

Weekday time: 22:00 - 06:00

Weekend time: 22:00 - 06:00

Utica at Mulvey_Updated

Phase Timing

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Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	0	10	0	15	0	0	0	0	0	0	0	0	0	0	0	0
Veh 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
Max Green 1	0	40	0	25	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	0.0	4.3	0.0	3.5	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 Clr	0.0	2.2	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv Flash	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bike MG	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clr	0	19	0	28	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
Sol DW	0.0	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	0.0	0.0
Early Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Wlk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added	0.0	0.0	0.0	0.0	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 Initial	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
Reduce After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTReduce	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
CS Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	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	0.0	0.0
Neg Ped	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AP Disc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pmt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Return Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Phase Options

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Phases	1-8								9-16							
Min Recalls																
Max Recalls		2														
Ped Recalls		2														
Soft Recall																
Dual Entry																
Red Rest																
Walk Rest		2														
Walk Expand																
Ped Recycle																
Sim Ped Term																
PC Thru Clr		2		4												
Guar Passage																
No Simult Gap																
Yel Lock																
Red Lock																
PhaseNext Lock																
No Term Call		2		4												
Cond Serv																
CS Enable																
Cond Reserve																
Reserve																
Veh Omit																
Ped Omit																
Perm Phase																
Protect Calls																
Protect Calls 2																
Flash Entry				4												
Flash Exit		2														
Flash Exit Yel																
Flash Exit Red																
Ped Scramble																
No Min Yel																
No Min Red Rev																
Max Scramble Walk																
Flash Yellow		2														
Flash FYA																
CNA 1																
CNA 2																

Utica at Mulvey_Updated

Phase Startup Options

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Startup Flash	5	Mode	Yel->Red
Startup All Red	4	Yellow	0.0

Phases	1-8							9-16							
Startup Phases		2													
Startup Yellow															
Startup Red															
Startup No Walk															
Startup Next															
Startup Yel Fls															
Startup FYA															
No Veh Call															
No Ped Call															

Phase Startup Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unit

Red Revert	4.0	Ped Protect	Yes	AdvFls in Flash	No

Utica at Mulvey_Updated

Ring Sequence / Conflicting Phases

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Ringgroup 1

Ring 1																
	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ringgroup 2

Custom Sequences

Seq 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Conflicting Phases

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

Utica at Mulvey_Updated

MCE Options

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Phases	1-8							9-16							
MCE Ped Protect		2		4											
MCE Veh Call		2		4											
MCE Ped Call		2		4											
MCE Veh Omit															
MCE Ped Omit															
MCE Veh Sync		2		4											
MCE Ped Sync		2		4											
MCE Halt Don't Walk															

LRV Phases	1-8						
MCE LRV Term Early							

Utica at Mulvey_Updated

FYA/FRA

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FYA	1	2	3	4	5	6	7	8
Prot Phs	0	0	0	0	0	0	0	0
Opp Thru	0	0	0	0	0	0	0	0
Start Phs	0	0	0	0	0	0	0	0
Opp Ped	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Skip Prot Red	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Head Mode	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1	FYA 1

Ped Hawk 1

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 2

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 3

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Ped Hawk 4

Veh Phase	0		
Ped Phase	0		
Flash Yel	0.0	Dark Signal	Yes
Flash Delay	0.0	Flash Carryover	0.0
Green Mode	Normal		

Utica at Mulvey_Updated

Overlap Startup Options

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Overlaps	1-8							9-16							
Startup Overlap Green															
Startup Overlap Yellow															

Overlap Startup Timing

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Start Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Min Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Unit Options

Overlaps	1-8							9-16							
Overlap Ped Recalls															
MCE Olap Ped Protect															
MCE Olap Ped Calls															
MCE Olap Ped Expand															
No Min Yellow															
No Min Red Rev															
Flash Yellow															
No Conflict															
Pre Signal															
Perm Red															
Perm FYA															
Perm FRA															

Utica at Mulvey_Updated

Coordination Options

09/13/2023 1:22:12 PM

Sync Time	00:00	RTC Set Time	00:00
Transition Mode	Best 2	Ped Adjust	None
Trans Short %	20	Trans Long %	35
Offset Reference	Lead Grn	Short Cycles	0
Dual Entry	Normal	Overlap F/O	Disabled
Master Sync Mode	RTC	Master Sync Length	0
Adapt Thresh	0	Adapt Step	0
External Plan Max	0		
Hardwire No Match	Sched	Hardwire Sync Fail	0
Override Omit/Recall	No		

Phases	1-8	9-16
No Trans Recall		
Trans Ped Recall		
Trans Phases		

Utica at Mulvey_Updated

Hardwire Plans

09/13/2023 1:22:12 PM

Hardwire	Plan Select							Pattern	Offset	Mode
Plan 1								0	0	Hardwire
Plan 2								0	0	Hardwire
Plan 3								0	0	Hardwire
Plan 4								0	0	Hardwire
Plan 5								0	0	Hardwire
Plan 6								0	0	Hardwire
Plan 7								0	0	Hardwire
Plan 8								0	0	Hardwire
Plan 9								0	0	Hardwire
Plan 10								0	0	Hardwire
Plan 11								0	0	Hardwire
Plan 12								0	0	Hardwire
Plan 13								0	0	Hardwire
Plan 14								0	0	Hardwire
Plan 15								0	0	Hardwire
Plan 16								0	0	Hardwire
Plan 17								0	0	Hardwire
Plan 18								0	0	Hardwire
Plan 19								0	0	Hardwire
Plan 20								0	0	Hardwire
Plan 21								0	0	Hardwire
Plan 22								0	0	Hardwire
Plan 23								0	0	Hardwire
Plan 24								0	0	Hardwire
Plan 25								0	0	Hardwire
Plan 26								0	0	Hardwire
Plan 27								0	0	Hardwire
Plan 28								0	0	Hardwire
Plan 29								0	0	Hardwire
Plan 30								0	0	Hardwire
Plan 31								0	0	Hardwire
Plan 32								0	0	Hardwire

Utica at Mulvey_Updated

Soft Interconnect

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Mode	Slave	Remote Int Number	0
Yield Delay	0		
Yield Duration	0		
Permissive	0		
Local Hold Limit	0		

Phases	1-8	9-16
Local Control Phases		
Local Hold Phases		
Local Perm Phases		
Local Call Phases		
Remote Perm Phases		
Remote Hold Phases		

Utica at Mulvey_Updated

Coordination Pattern 1

09/13/2023 1:22:12 PM

Cycle	100	Ringgroup 1 - Offset 1	3	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	63	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 1

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 2

09/13/2023 1:22:12 PM

Cycle	120	Ringgroup 1 - Offset 1	105	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	83	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 2

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 3

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Cycle	120	Ringgroup 1 - Offset 1	94	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	83	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 3

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 4

09/13/2023 1:22:12 PM

Cycle	100	Ringgroup 1 - Offset 1	3	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	63	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 4

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 5

09/13/2023 1:22:12 PM

Cycle	100	Ringgroup 1 - Offset 1	3	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	63	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 5

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 10

09/13/2023 1:22:12 PM

Cycle	100	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	63	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled
Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 10

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 11

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Cycle	100	Ringgroup 1 - Offset 1	84	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	63	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 11

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 12

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Cycle	100	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	48	0	52	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 12

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 13

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Cycle	100	Ringgroup 1 - Offset 1	36	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	63	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 13

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 14

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Cycle	100	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	48	0	52	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 14

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 15

09/13/2023 1:22:12 PM

Cycle	100	Ringgroup 1 - Offset 1	71	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	63	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 15

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 16

09/13/2023 1:22:12 PM

Cycle	100	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	28	0	72	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 16

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 17

09/13/2023 1:22:12 PM

Cycle	100	Ringgroup 1 - Offset 1	33	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	63	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 17

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 18

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Cycle	100	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	28	0	72	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases	2														
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled
Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 18

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 19

09/13/2023 1:22:12 PM

Cycle	100	Ringgroup 1 - Offset 1	70	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	63	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 19

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 20

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Cycle	120	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	76	0	44	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled
Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 20

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 21

09/13/2023 1:22:12 PM

Cycle	120	Ringgroup 1 - Offset 1	116	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	76	0	44	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 21

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 22

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Cycle	120	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	65	0	55	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 22

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 23

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Cycle	120	Ringgroup 1 - Offset 1	116	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	80	0	40	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 23

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 24

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Cycle	120	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	65	0	55	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 24

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 25

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Cycle	120	Ringgroup 1 - Offset 1	4	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	80	0	40	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 25

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 26

09/13/2023 1:22:12 PM

Cycle	120	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	30	0	90	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 26

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 27

09/13/2023 1:22:12 PM

Cycle	120	Ringgroup 1 - Offset 1	94	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	83	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 27

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 28

09/13/2023 1:22:12 PM

Cycle	120	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	30	0	90	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 28

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 29

09/13/2023 1:22:12 PM

Cycle	120	Ringgroup 1 - Offset 1	26	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	83	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8							9-16							
Coord Phases		2													
No Extend															
Float Enable															
Veh = Ped Perm															
Walk Rest															
Ped Recall															
Cond Ped Call															
Olap Ped Recall															
Ped Recycle															
Min Recall															
Max Recall															
Cond Serv															
Reservice															
Veh Omit															
Ped Omit															
Olap Omit															
Perm Reserve															
Perm 1 Phases															
Max Inhibit															
FYA Omit															
Adapt Phases															

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled
Disable Priority	
Progression Phases	
Priority Alt Seq	
Reserve Extend	

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 29

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 80

09/13/2023 1:22:12 PM

Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	113	0	67	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 80

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 81

09/13/2023 1:22:12 PM

Cycle	180	Ringgroup 1 - Offset 1	110	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	113	0	67	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 81

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 82

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	97	0	83	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default															
Offset Ref	Default															
Adaptive Mode	Disabled															
Disable Priority																
Progression Phases																
Priority Alt Seq																
Reserve Extend																

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 82

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 83

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Cycle	180	Ringgroup 1 - Offset 1	83	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	120	0	60	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 83

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 84

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	97	0	83	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 84

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 85

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Cycle	120	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	120	0	60	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority		
Progression Phases		
Priority Alt Seq		
Reserve Extend		

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 85

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 86

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Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	35	0	145	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Coordination Pattern 86

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 87

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Cycle	180	Ringgroup 1 - Offset 1	51	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	143	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						9
Priority Alt Seq						
Reserve Extend	1	2	3	4	5	6	7	8

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	4	5	0	0	0	0	0	0	1	2	0	0	0	0	0	0
Recovery Min Green	0	0	0	10	251	41	1	1	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 87

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 88

09/13/2023 1:22:12 PM

Cycle	180	Ringgroup 1 - Offset 1	0	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	35	0	145	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases						
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 88

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 89

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Cycle	180	Ringgroup 1 - Offset 1	169	Offset 2	0	Offset 3	0
		Ringgroup 2 - Offset 1	0	Offset 2	0	Offset 3	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Splits	0	143	0	37	0	0	0	0	0	0	0	0	0	0	0	0
Split Ext	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Float Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Perm Min Green	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Min Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Trans Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PA After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Permissive Mode	Sing Band	Max Mode	Max Inh	Walk Rest	Yield
Ped Permissive	Yield				
Permissive Limit	10	Perm 2 Start	0	Perm 2 End	0
Alt Sequence		TOD Link	0		

Phases/Overlaps	1-8								9-16							
Coord Phases		2														
No Extend																
Float Enable																
Veh = Ped Perm																
Walk Rest																
Ped Recall																
Cond Ped Call																
Olap Ped Recall																
Ped Recycle																
Min Recall																
Max Recall																
Cond Serv																
Reservice																
Veh Omit																
Ped Omit																
Olap Omit																
Perm Reserve																
Perm 1 Phases																
Max Inhibit																
FYA Omit																
Adapt Phases																

Trans Mode	Default					
Offset Ref	Default					
Adaptive Mode	Disabled					
Disable Priority						
Progression Phases		2			9	
Priority Alt Seq						
Reserve Extend						

Priority Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Priority Min Green	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0
Recovery Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Coordination Pattern 89

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Alternate Timing-Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Sol DW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Veh 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
Alt Max Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Red Clr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Early Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Delay Walk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt CS Min	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt CS Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Preempt Inputs

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Preempt Input	1	2	3	4	5	6	7	8	9	10
Delay	0	0	0	0	0	0	0	0	0	0
Checkout Limit	0	0	0	0	0	0	0	0	0	0
Locked	No	No	No	No	No	No	No	No	No	No
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Input Number	0	0	0	0	0	0	0	0	0	0
Input Priority	All	All	All	All	All	All	All	All	All	All
Delay Mode	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp	Inp

Preempt Priority

Preempt	1	2	3	4	5	6	7	8	9	10
Priority	0	0	0	0	0	0	0	0	0	0

Remote Preemption

Remote Preempt	RM 1	RM 2	RM 3	RM 4	RM 5	RM 6	RM 7	RM 8
Int Number	0	0	0	0	0	0	0	0
PE Number	0	0	0	0	0	0	0	0
Mode	Dis	Dis	Dis	Dis	Dis	Dis	Dis	Dis
Slack	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0
Alt TT 1	0	0	0	0	0	0	0	0
Alt TT 2	0	0	0	0	0	0	0	0
Alt TT 3	0	0	0	0	0	0	0	0
Alt TT 4	0	0	0	0	0	0	0	0
Alt TT 5	0	0	0	0	0	0	0	0
Alt TT 6	0	0	0	0	0	0	0	0
Alt TT 7	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Soft Preempt 1 - Misc

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Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

Utica at Mulvey_Updated

Soft Preempt 2 - Misc

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Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8								9-16							
Dwl Phase Red																
Dwl Phase Red Flash																
Dwl Phase Yel Flash																
Dwl Olap Red Flash																
Dwl Ped Dark																
Dwl Olap Ped Dark																
Dwl Zero Phase Ped Clr																
Dwl Zero Phase Green																
Dwl Zero Olap Ped Clr																
Dwl Zero Olap Green																

Utica at Mulvey_Updated

Soft Preempt 3 - Misc

09/13/2023 1:22:12 PM

Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8	9-16
Dwl Phase Red		
Dwl Phase Red Flash		
Dwl Phase Yel Flash		
Dwl Olap Red Flash		
Dwl Ped Dark		
Dwl Olap Ped Dark		
Dwl Zero Phase Ped Clr		
Dwl Zero Phase Green		
Dwl Zero Olap Ped Clr		
Dwl Zero Olap Green		

Utica at Mulvey_Updated

Soft Preempt 4 - Misc

09/13/2023 1:22:12 PM

Dwell Step	0	Override SPE Flash	No

Override Steps

Phases/Overlaps	1-8	9-16
Dwl Phase Red		
Dwl Phase Red Flash		
Dwl Phase Yel Flash		
Dwl Olap Red Flash		
Dwl Ped Dark		
Dwl Olap Ped Dark		
Dwl Zero Phase Ped Clr		
Dwl Zero Phase Green		
Dwl Zero Olap Ped Clr		
Dwl Zero Olap Green		

Utica at Mulvey_Updated

TOD Pattern Events

09/13/2023 1:22:12 PM

	Time	DOW							Holidays								Mode	Pattern	Offset
Event 1	00:00	S	M	T	W	T	F	S									Flash	0	0
Event 2	06:00	S						S									Sched	1	1
Event 3	06:00		M	T	W	T	F										Sched	2	1
Event 4	09:00		M	T	W	T	F										Sched	1	1
Event 5	10:00							S									Sched	4	1
Event 6	10:00	S															Sched	5	1
Event 7	13:30		M	T	W	T	F										Sched	3	1
Event 8	16:00		M	T	W	T	F										Sched	3	1
Event 9	19:00	S	M	T	W	T	F	S									Sched	1	1
Event 10	22:00	S	M	T	W	T	F	S									Flash	0	0
Event 11	00:00																Sched	0	0
Event 12	00:00																Sched	0	0
Event 13	00:00																Sched	0	0
Event 14	00:00																Sched	0	0
Event 15	00:00																Sched	0	0
Event 16	00:00																Sched	0	0
Event 17	00:00																Sched	0	0
Event 18	00:00																Sched	0	0
Event 19	00:00																Sched	0	0
Event 20	00:00																Sched	0	0
Event 21	00:00																Sched	0	0
Event 22	00:00																Sched	0	0
Event 23	00:00																Sched	0	0
Event 24	00:00																Sched	0	0
Event 25	00:00																Sched	0	0
Event 26	00:00																Sched	0	0
Event 27	00:00																Sched	0	0
Event 28	00:00																Sched	0	0
Event 29	00:00																Sched	0	0
Event 30	00:00																Sched	0	0
Event 31	00:00																Sched	0	0
Event 32	00:00																Sched	0	0

Utica at Mulvey_Updated

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Holidays

	Active Holidays							Month	Day	DOW						WOM
Date 1								0	0							0
Date 2								0	0							0
Date 3								0	0							0
Date 4								0	0							0
Date 5								0	0							0
Date 6								0	0							0
Date 7								0	0							0
Date 8								0	0							0
Date 9								0	0							0
Date 10								0	0							0
Date 11								0	0							0
Date 12								0	0							0
Date 13								0	0							0
Date 14								0	0							0
Date 15								0	0							0
Date 16								0	0							0
Date 17								0	0							0
Date 18								0	0							0
Date 19								0	0							0
Date 20								0	0							0
Date 21								0	0							0
Date 22								0	0							0
Date 23								0	0							0
Date 24								0	0							0
Date 25								0	0							0
Date 26								0	0							0
Date 27								0	0							0
Date 28								0	0							0
Date 29								0	0							0
Date 30								0	0							0
Date 31								0	0							0
Date 32								0	0							0

Utica at Mulvey_Updated

Load Switch Outputs (BIU 1)

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	LS 1	LS 2	LS 3	LS 4	LS 5	LS 6	LS 7	LS 8
Red Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Red Index	0	0	0	0	0	0	0	0
Yellow Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Yellow Index	0	0	0	0	0	0	0	0
Green Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Green Index	0	0	0	0	0	0	0	0

Load Switch Outputs (BIU 2)

	LS 9	LS 10	LS 11	LS 12	LS 13	LS 14	LS 15	LS 16
Red Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Red Index	0	0	0	0	0	0	0	0
Yellow Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Yellow Index	0	0	0	0	0	0	0	0
Green Function	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Green Index	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

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T/F Outputs (BIU 1)

	I/O 10	I/O 11	I/O 12	I/O 13
Output	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0

T/F Outputs (BIU 2)

	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

T/F Outputs (BIU 3)

	OUT 1	OUT 2	OUT 3	OUT 4	OUT 5	OUT 6	OUT 7	OUT 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	OUT 9	OUT 10	OUT 11	OUT 12	OUT 13	OUT 14	OUT 15	I/O 1
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6
Output	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0

T/F Outputs (BIU 4)

	OUT 1	OUT 2	OUT 3	OUT 4	OUT 5	OUT 6	OUT 7	OUT 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	OUT 9	OUT 10	OUT 11	OUT 12	OUT 13	OUT 14	OUT 15	I/O 1
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7	I/O 8	I/O 9
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

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Detector Inputs (BIU 9)

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	Det 1	Det 2	Det 3	Det 4	Det 5	Det 6	Det 7	Det 8
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	1	2	3	4	5	6	7	8
	Det 9	Det 10	Det 11	Det 12	Det 13	Det 14	Det 15	Det 16
Function	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet	VehDet
Index	9	10	11	12	13	14	15	16

Detector Inputs (BIU 10)

	Det 17	Det 18	Det 19	Det 20	Det 21	Det 22	Det 23	Det 24
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Det 25	Det 26	Det 27	Det 28	Det 29	Det 30	Det 31	Det 32
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

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Detector Inputs (BIU 11)

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	Det 33	Det 34	Det 35	Det 36	Det 37	Det 38	Det 39	Det 40
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Det 41	Det 42	Det 43	Det 44	Det 45	Det 46	Det 47	Det 48
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

Detector Inputs (BIU 12)

	Det 49	Det 50	Det 51	Det 52	Det 53	Det 54	Det 55	Det 56
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Det 57	Det 58	Det 59	Det 60	Det 61	Det 62	Det 63	Det 64
Function	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

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T/F Inputs (BIU 1)

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	I/O 14	I/O 15	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 22	I/O 23	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 6	IN 7	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0

T/F Inputs (BIU 2)

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5	IN 6	IN 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None	None	None
Index	0	0	0	0	0

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T/F Inputs (BIU 3)

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	I/O 7	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 15	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 23	I/O 24	IN 1	IN 2	IN 3	IN 4	IN 5	IN 6
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 7	IN 8	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None	None	None	None
Index	0	0	0	0	0	0

T/F Inputs (BIU 4)

	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15	I/O 16	I/O 17
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23	I/O 24	IN 1
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	IN 2	IN 3	IN 4	IN 5	IN 6	IN 7	IN 8	OPTO 1
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	OPTO 2	OPTO 3	OPTO 4
Input	None	None	None
Index	0	0	0

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TS1 Outputs (Connector A)

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	Pin D	Pin E	Pin F	Pin G	Pin H	Pin J	Pin X	Pin Y
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	2	0	4	0	0	0	0	0

	Pin Z	Pin a	Pin b	Pin c	Pin d	Pin e	Pin r	Pin s
Output	VehYel	VehRed	VehYel	VehGrn	VehRed	VehRed	VehRed	VehGrn
Index	2	0	4	4	0	0	0	2

	Pin t	Pin u	Pin CC	Pin DD
Output	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0

TS1 Outputs (Connector B)

	Pin A	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H	Pin J
Output	VehRed	VehRed	Walk	PedClr	DntWlk	DntWlk	VehRed	VehRed
Index	0	0	2	2	2	4	0	0

	Pin K	Pin Y	Pin Z	Pin a	Pin b	Pin c	Pin d	Pin e
Output	VehRed	VehRed	VehRed	VehRed	Walk	PedClr	VehRed	VehRed
Index	0	0	0	0	4	4	0	0

	Pin f	Pin p	Pin q	Pin r	Pin s	Pin t	Pin u	Pin w
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin AA	Pin BB	Pin CC	Pin DD	Pin EE	Pin FF	Pin GG	Pin HH
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

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TS1 Outputs (Connector C)

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	Pin A	Pin B	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin J	Pin K	Pin L	Pin M	Pin N	Pin c	Pin d	Pin e
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin f	Pin g	Pin h	Pin i	Pin j	Pin k	Pin w	Pin x
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin y	Pin z	Pin AA	Pin BB	Pin CC	Pin DD	Pin FF	Pin GG
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin HH	Pin JJ	Pin KK	Pin LL	Pin MM	Pin NN	Pin PP
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0

TS1 Outputs (Connector D)

	Pin z	Pin AA	Pin BB	Pin CC	Pin DD	Pin EE	Pin FF	Pin GG
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	Pin HH	Pin JJ	Pin LL
Output	VehRed	VehRed	VehRed
Index	0	0	0

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TS1 Inputs (Connector A)

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	Pin K	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S	Pin T
Input	VehDet	PedDet	VehDet	StopTm	MaxInh	ExtStr	IntAdv	None
Index	2	2	10	5	1	1	1	0

	Pin f	Pin g	Pin h	Pin i	Pin j	Pin k	Pin m	Pin n
Input	VehDet	PedDet	VehDet	Force	MinRec	ManCtrl	CNA	None
Index	1	1	9	1	1	1	1	0

	Pin q	Pin v	Pin w	Pin x	Pin y	Pin z	Pin AA	Pin BB
Input	None	VehDet	OmtRed	RedRst	None	CNA	None	None
Index	0	26	1	1	0	2	0	0

	Pin EE	Pin FF	Pin GG	Pin HH
Input	VehDet	PedRcy	MaxII	None
Index	25	1	1	0

TS1 Inputs (Connector B)

	Pin B	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S	Pin T
Input	None	VehDet	PedDet	VehDet	PedDet	VehDet	VehDet	VehDet
Index	0	4	4	3	3	19	18	29

	Pin U	Pin V	Pin W	Pin X	Pin g	Pin h	Pin i	Pin j
Input	VehDet	PedRcy	None	None	VehDet	VehDet	VehDet	VehDet
Index	17	2	0	0	20	12	11	27

	Pin k	Pin m	Pin n	Pin v	Pin x	Pin z
Input	VehDet	VehDet	VehDet	None	VehDet	MaxII
Index	30	31	32	0	28	2

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TS1 Inputs (Connector C)

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	Pin P	Pin R	Pin S	Pin T	Pin U	Pin V	Pin W	Pin X
Input	VehDet	PedDet	VehDet	PedDet	PedDet	VehDet	PedDet	VehDet
Index	5	5	6	6	7	7	8	16
	Pin Y	Pin Z	Pin a	Pin b	Pin m	Pin n	Pin p	Pin q
Input	Force	StopTm	MaxInh	None	VehDet	VehDet	VehDet	VehDet
Index	2	5	2	0	13	21	14	22
	Pin r	Pin s	Pin t	Pin u	Pin v	Pin EE		
Input	VehDet	VehDet	VehDet	RedRst	OmtRed	VehDet		
Index	23	24	8	2	2	15		

TS1 Inputs (Connector D)

	Pin A	Pin B	Pin C	Pin D	Pin E	Pin F	Pin G	Pin H
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin J	Pin K	Pin L	Pin M	Pin N	Pin P	Pin R	Pin S
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin T	Pin U	Pin V	Pin W	Pin X	Pin Y	Pin Z	Pin a
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin b	Pin c	Pin d	Pin e	Pin f	Pin g	Pin h	Pin i
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin j	Pin k	Pin m	Pin n	Pin p	Pin q	Pin r	Pin s
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	Pin t	Pin u	Pin v	Pin w	Pin x	Pin y		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

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332/336 Outputs (Connector C1S)

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	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8	Pin 9
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	Pin 10	Pin 11	Pin 12	Pin 13	Pin 15	Pin 16	Pin 17	Pin 18
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	Pin 19	Pin 20	Pin 21	Pin 22	Pin 23	Pin 24	Pin 25	Pin 26
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	Pin 27	Pin 28	Pin 29	Pin 30	Pin 31	Pin 32	Pin 33	Pin 34
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	Pin 35	Pin 36	Pin 37	Pin 38	Pin 83	Pin 84	Pin 85	Pin 86
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	Pin 87	Pin 88	Pin 89	Pin 90	Pin 91	Pin 93	Pin 94	Pin 95
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0
	Pin 96	Pin 97	Pin 98	Pin 99	Pin 100	Pin 101	Pin 102	Pin 103
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

332/336 Outputs (Connector C11S)

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

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332/336 Inputs (Connector C1S)

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	Pin 39	Pin 40	Pin 41	Pin 42	Pin 43	Pin 44	Pin 45	Pin 46
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 47	Pin 48	Pin 49	Pin 50	Pin 51	Pin 52	Pin 53	Pin 54
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 55	Pin 56	Pin 57	Pin 58	Pin 59	Pin 60	Pin 61	Pin 62
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 63	Pin 64	Pin 65	Pin 66	Pin 67	Pin 68	Pin 69	Pin 70
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 71	Pin 72	Pin 73	Pin 74	Pin 75	Pin 76	Pin 77	Pin 78
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 79	Pin 80	Pin 81	Pin 82
Input	None	None	None	None
Index	0	0	0	0

332/336 Inputs (Connector C11S)

	Pin 10	Pin 11	Pin 12	Pin 13	Pin 15	Pin 16	Pin 17	Pin 18
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 19	Pin 20	Pin 21	Pin 22	Pin 23	Pin 24	Pin 25	Pin 26
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0

	Pin 27	Pin 28	Pin 29	Pin 30
Input	None	None	None	None
Index	0	0	0	0

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ITS Outputs (14 Pack-1)

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	OPTO 1	OPTO 2	OPTO 3	OPTO 4
Output	None	None	None	None
Index	0	0	0	0

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

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ITS Outputs (14 Pack-3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

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ITS Outputs (6 Pack-1)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

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ITS Outputs (6 Pack-2)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

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ITS Outputs (6 Pack-3)

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	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Utica at Mulvey_Updated

ITS Outputs (6 Pack-4)

09/13/2023 1:22:12 PM

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0	0	0

	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53
Output	VehRed	VehRed	VehRed	VehRed	VehRed	VehRed
Index	0	0	0	0	0	0

Utica at Mulvey_Updated

ITS Inputs (Input Asm 1)

09/13/2023 1:22:12 PM

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica at Mulvey_Updated

ITS Inputs (Input Asm 2)

09/13/2023 1:22:12 PM

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica at Mulvey_Updated

ITS Inputs (Input Asm 3)

09/13/2023 1:22:12 PM

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica at Mulvey_Updated

ITS Inputs (Input Asm 4)

09/13/2023 1:22:12 PM

	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica at Mulvey_Updated

ITS Inputs (Input Asm 5)

09/13/2023 1:22:12 PM

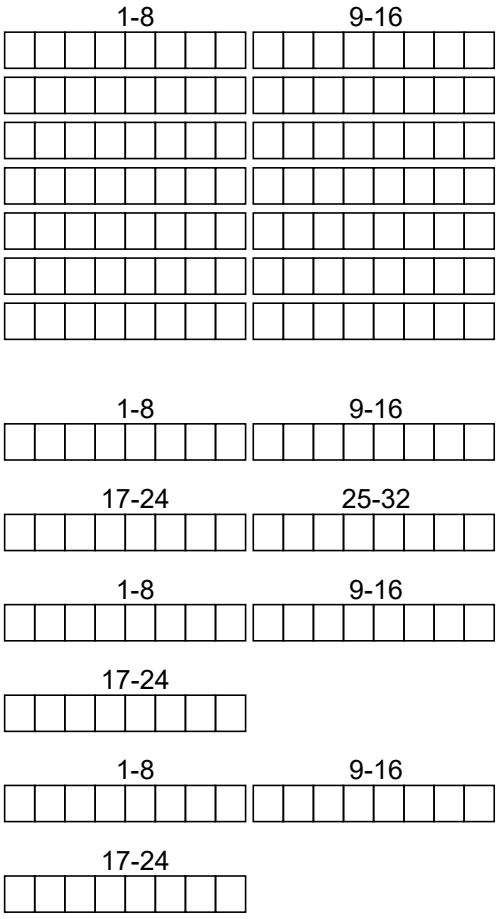
	I/O 0	I/O 1	I/O 2	I/O 3	I/O 4	I/O 5	I/O 6	I/O 7
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 8	I/O 9	I/O 10	I/O 11	I/O 12	I/O 13	I/O 14	I/O 15
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 16	I/O 17	I/O 18	I/O 19	I/O 20	I/O 21	I/O 22	I/O 23
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 24	I/O 25	I/O 26	I/O 27	I/O 28	I/O 29	I/O 30	I/O 31
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 32	I/O 33	I/O 34	I/O 35	I/O 36	I/O 37	I/O 38	I/O 39
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 40	I/O 41	I/O 42	I/O 43	I/O 44	I/O 45	I/O 46	I/O 47
Input	None	None	None	None	None	None	None	None
Index	0	0	0	0	0	0	0	0
	I/O 48	I/O 49	I/O 50	I/O 51	I/O 52	I/O 53		
Input	None	None	None	None	None	None		
Index	0	0	0	0	0	0		

Utica at Mulvey_Updated

Cabinet / MMU Configuration

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Cabinet Type	TS2-Type2
MMU Disable	Yes



Phase / Overlap Outputs

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

LRV Outputs

	LRV
1	2 Head
2	2 Head
3	2 Head
4	2 Head
5	2 Head
6	2 Head
7	2 Head
8	2 Head

Utica at Mulvey_Updated

Vehicle Detector 1

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Delay	Extend	Carryover	Queue Limit
0.0	0.0	0.0	0

Mode	Added	System
No Disc	Disabled	Disabled

Fail Mode	Max Pres	No Act	Erratic	Fail Time
None	0	0	0	0

Delay 2
0.0

Phases	1-8	9-16
Call Phases	4	
Yellow Lock Phases		
Red Lock Phases		
Extend Phases	4	
XSwitch Phases		
Bike Call Phases		

Vehicle Detector 2

Delay	Extend	Carryover	Queue Limit
0.0	0.0	0.0	0

Mode	Added	System
No Disc	Disabled	Disabled

Fail Mode	Max Pres	No Act	Erratic	Fail Time
None	0	0	0	0

Delay 2
0.0

Phases	1-8	9-16
Call Phases	4	
Yellow Lock Phases		
Red Lock Phases		
Extend Phases	4	
XSwitch Phases		
Bike Call Phases		

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Vehicle Detector 3

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Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	0	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8							9-16							
Call Phases				4											
Yellow Lock Phases															
Red Lock Phases															
Extend Phases				4											
XSwitch Phases															
Bike Call Phases															

Vehicle Detector 4

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	0	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8							9-16							
Call Phases				4											
Yellow Lock Phases															
Red Lock Phases															
Extend Phases				4											
XSwitch Phases															
Bike Call Phases															

Utica at Mulvey_Updated

Vehicle Detector 5

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Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	0	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8							9-16							
Call Phases				4											
Yellow Lock Phases															
Red Lock Phases															
Extend Phases				4											
XSwitch Phases															
Bike Call Phases															

Vehicle Detector 6

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	0	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8							9-16							
Call Phases				4											
Yellow Lock Phases															
Red Lock Phases															
Extend Phases				4											
XSwitch Phases															
Bike Call Phases															

Utica at Mulvey_Updated

Vehicle Detector 7

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Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	0	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8	9-16
Call Phases	4	
Yellow Lock Phases		
Red Lock Phases		
Extend Phases	4	
XSwitch Phases		
Bike Call Phases		

Vehicle Detector 8

Delay	0.0	Extend	0.0	Carryover	0.0	Queue Limit	0
Mode	No Disc	Added	Disabled	System	Disabled		
Fail Mode	None	Max Pres	0	No Act	0	Erratic	0
Fail Time	0						
Delay 2	0.0						

Phases	1-8	9-16
Call Phases	4	
Yellow Lock Phases		
Red Lock Phases		
Extend Phases	4	
XSwitch Phases		
Bike Call Phases		

Utica at Mulvey_Updated

Pedestrian Detector 1

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No Act	Max Pres	Erratic	Fail Mode
0	0	0	None

Phases/Overlaps	1-8								9-16							
Call Ped Phases				4												
Call Ped Olaps																
Call Phases																
Locked Call Phases																
Ped Entry Phases																
Olap Ped Entry Phases																
Ped Cascade Phases																
Call Walk2																

Pedestrian Detector 2

No Act	Max Pres	Erratic	Fail Mode
0	0	0	None

Phases/Overlaps	1-8								9-16							
Call Ped Phases				4												
Call Ped Olaps																
Call Phases																
Locked Call Phases																
Ped Entry Phases																
Olap Ped Entry Phases																
Ped Cascade Phases																
Call Walk2																

Utica at Mulvey_Updated

Adaptive Priority - General/Local Detectors

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Local Detector Slack	0
Remote Detector Slack	0
Local Adjust Threshold	0
Remote Adjust Threshold	0

Detector	1	2	3	4	5	6	7	8
Step (Base)	0	0	0	0	0	0	0	0
Max (Base)	0	0	0	0	0	0	0	0
Step (Alt 1)	0	0	0	0	0	0	0	0
Max (Alt 1)	0	0	0	0	0	0	0	0
Step (Alt 2)	0	0	0	0	0	0	0	0
Max (Alt 2)	0	0	0	0	0	0	0	0
Step (Alt 3)	0	0	0	0	0	0	0	0
Max (Alt 3)	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

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Estimated Delay

Transit	1	2	3	4	5	6	7	8
Disable	No	No	No	No	No	No	No	No
Rem Phs	0	0	0	0	0	0	0	0
Loc Int	0	0	0	0	0	0	0	0
Loc TT	0	0	0	0	0	0	0	0
RM1 Int	0	0	0	0	0	0	0	0

Utica at Mulvey_Updated

Transit/LRV Startup/Options

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	LRV 1-8									
No Startup Call									Warn Flash Rate	1 Hz	Rsrv Inh Mode	Seconds

Utica at Mulvey_Updated

Control / Config

09/13/2023 1:22:12 PM

Pattern Mode	Central					
Manual Pattern	1	Manual Offset	1			
Stop Time Input	Enabled					
Aux Switch	StopTm		5			
DLS Mode	D4	Time Zone	Est (UTC-5)	GPS Thresh	5	
Password Timeout	5					

	1-8	9-16
Maint Phs Recalls		
Maint Ped Recalls		

Serial 1 Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00
Serial Rebroadcast	Disabled	Response	None

Serial 2 Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00

Ethernet Port Configuration

Broadcast Plan/Sync	Disabled	Broadcast Time	00:00
Serial Rebroadcast	Disabled		

Peer Configuration

Peer 1	0
Peer 2	0
Peer 3	0
Peer 4	0
Peer 5	0
Peer 6	0
Peer 7	0
Peer 8	0

Utica at Mulvey_Updated

Logging

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VO Log Period	0	1 of 2 Hits (Det BIU 1)	
Power On	Disabled	1 of 2 Hits (Det BIU 2)	
Ext Start	Disabled	1 of 2 Hits (Det BIU 3)	
Man Control	Disabled	1 of 2 Hits (Det BIU 4)	
Cabinet Door	Disabled	SPmt 1 Req Switch	
MMU Faults	Disabled	SPmt 2 Req Switch	
BIU Faults	Disabled	SPmt 3 Req Switch	
Det Faults	Disabled	SPmt 4 Req Switch	
Coordination	Disabled	Zone 1 Req Switch	
Preempt	Disabled	Zone 2 Req Switch	
Soft Preempt	Disabled	Zone 3 Req Switch	
Zone	Disabled	Zone 4 Req Switch	
Speed Traps	Disabled	Zone 5 Req Switch	
		Zone 6 Req Switch	
		Zone 7 Req Switch	
		Zone 8 Req Switch	
		Trap Grp 1 Req Switch	
		Trap Grp 2 Req Switch	
		Trap Grp 3 Req Switch	
		Trap Grp 4 Req Switch	

Appendix C – Existing Synchro Reports

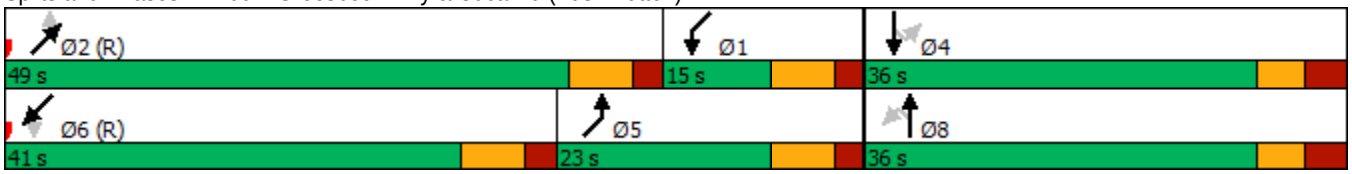
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	572	114	6	567	499	308	1055	12	95	1654	11
Future Volume (vph)	2	572	114	6	567	499	308	1055	12	95	1654	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	230		0	500		0	500		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt		0.975			0.930			0.998			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3451	0	1752	3260	0	1703	4883	0	1719	4935	0
Flt Permitted	0.137			0.221			0.101			0.147		
Satd. Flow (perm)	255	3451	0	408	3260	0	181	4883	0	266	4935	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			224			2			1	
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		1003			1650			1203			2487	
Travel Time (s)		19.5			32.1			16.4			33.9	
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.89	0.89	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	6%	6%	6%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	602	120	6	597	525	346	1185	13	100	1741	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	722	0	6	1122	0	346	1198	0	100	1753	0
Enter Blocked Intersection	1 veh	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	*0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	18		12	18		15	18		9	18		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25		25	0		25	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		12.0	45.0		12.0	37.0	
Total Split (s)	36.0	36.0		36.0	36.0		23.0	49.0		15.0	41.0	
Total Split (%)	36.0%	36.0%		36.0%	36.0%		23.0%	49.0%		15.0%	41.0%	
Maximum Green (s)	29.1	29.1		29.1	29.1		16.0	42.0		8.0	34.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	3.3	3.3		3.3	3.3		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.9	6.9		7.0	7.0		7.0	7.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2		3.0	0.2	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0		10.0	10.0			8.0			7.0	
Flash Dont Walk (s)	35.1	35.1		35.1	35.1			30.0			23.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	29.1	29.1		29.1	29.1		57.0	45.0		41.5	34.0	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.57	0.45		0.42	0.34	
v/c Ratio	0.03	0.71		0.05	1.01		1.00	0.55		0.46	1.04	
Control Delay	27.0	35.1		27.2	59.6		85.9	22.0		31.3	58.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.0	35.1		27.2	59.6		85.9	22.0		31.3	58.8	
LOS	C	D		C	E		F	C		C	E	
Approach Delay		35.1			59.4			36.3			57.3	
Approach LOS		D			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 80 (80%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 48.5		Intersection LOS: D	
Intersection Capacity Utilization 98.4%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1004: Groesbeck Hwy & Utica Rd (Push Button)





Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	2	572	114	6	567	499	308	1055	12	95	1654	11
Future Volume (veh/h)	2	572	114	6	567	499	308	1055	12	95	1654	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1811	1811	1811	1826	1826	1826
Adj Flow Rate, veh/h	2	602	120	6	597	525	346	1185	13	100	1741	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	6	6	6	5	5	5
Cap, veh/h	72	860	171	151	518	454	348	2118	23	285	1737	12
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.16	0.42	0.42	0.08	0.34	0.34
Sat Flow, veh/h	502	2954	587	725	1779	1559	1725	5042	55	1739	5107	35
Grp Volume(v), veh/h	2	362	360	6	592	530	346	775	423	100	1133	620
Grp Sat Flow(s),veh/h/ln	502	1777	1765	725	1763	1575	1725	1648	1801	1739	1662	1820
Q Serve(g_s), s	0.0	18.1	18.2	0.7	29.1	29.1	15.9	17.8	17.8	0.0	34.0	34.0
Cycle Q Clear(g_c), s	29.1	18.1	18.2	18.9	29.1	29.1	15.9	17.8	17.8	0.0	34.0	34.0
Prop In Lane	1.00		0.33	1.00		0.99	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	72	517	514	151	513	458	348	1384	756	285	1130	619
V/C Ratio(X)	0.03	0.70	0.70	0.04	1.15	1.16	0.99	0.56	0.56	0.35	1.00	1.00
Avail Cap(c_a), veh/h	72	517	514	151	513	458	348	1384	756	285	1130	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	31.6	31.6	40.0	35.5	35.5	40.3	22.0	22.0	36.4	33.0	33.0
Incr Delay (d2), s/veh	0.2	4.2	4.3	0.1	89.3	92.8	46.6	1.6	3.0	0.7	27.4	36.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.1	8.1	0.1	24.7	22.5	12.0	6.6	7.4	2.2	16.7	19.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	35.7	35.8	40.1	124.8	128.3	86.9	23.6	25.0	37.1	60.4	69.8
LnGrp LOS	D	D	D	D	F	F	F	C	C	D	F	F
Approach Vol, veh/h		724			1128			1544			1853	
Approach Delay, s/veh		35.8			126.0			38.2			62.3	
Approach LOS		D			F			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	49.0		36.0	23.0	41.0		36.0				
Change Period (Y+Rc), s	* 7	* 7		* 6.9	* 7	* 7		* 6.9				
Max Green Setting (Gmax), s	* 8	* 42		* 29	* 16	* 34		* 29				
Max Q Clear Time (g_c+I1), s	2.0	0.0		31.1	17.9	0.0		31.1				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		65.2	
HCM 6th LOS		E	

Notes

User approved pedestrian interval to be less than phase max green.

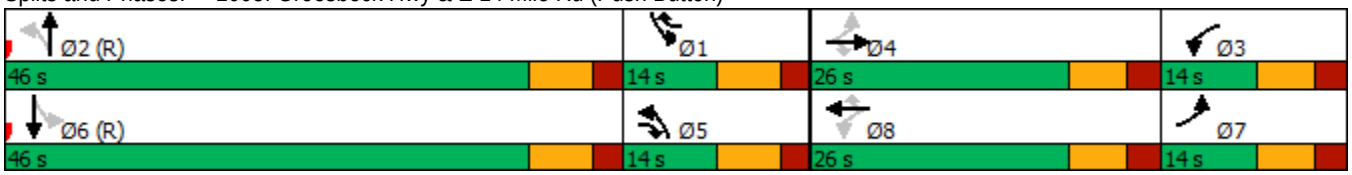
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	359	171	209	385	209	166	882	62	9	1409	98
Future Volume (vph)	165	359	171	209	385	209	166	882	62	9	1409	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		190	500		210	500		0	500		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt		0.993	0.850		0.990	0.850		0.990			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3270	1400	1719	3260	1400	1703	4840	0	1703	4844	0
Flt Permitted	0.301			0.280			0.103			0.168		
Satd. Flow (perm)	545	3270	1400	507	3260	1400	185	4840	0	301	4844	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	118		6	118		13			13	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2921			1459			3140			564	
Travel Time (s)		44.3			22.1			42.8			7.7	
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.90	0.90	0.90	0.83	0.83	0.83	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	209	454	216	232	428	232	200	1063	75	10	1499	104
Shared Lane Traffic (%)			10%			14%						
Lane Group Flow (vph)	209	476	194	232	460	200	200	1138	0	10	1603	0
Enter Blocked Intersection	1 veh	No	No	2 veh	No	No	2 veh	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	18		9	18		9	18		9
Number of Detectors	1	1	1	1	1	1	1	0		1	0	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	20	25	25	20	25	0		25	0	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	14.0	12.0	12.0	14.0	12.0	12.0	38.0		12.0	38.0	
Total Split (s)	14.0	26.0	14.0	14.0	26.0	14.0	14.0	46.0		14.0	46.0	
Total Split (%)	14.0%	26.0%	14.0%	14.0%	26.0%	14.0%	14.0%	46.0%		14.0%	46.0%	
Maximum Green (s)	7.2	19.2	7.0	7.2	19.2	7.0	7.0	39.0		7.0	39.0	
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7		4.7	4.7	
All-Red Time (s)	2.5	2.5	2.3	2.5	2.5	2.3	2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.8	7.0	7.0	7.0		7.0	7.0	
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.2		3.0	0.2	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		10.0			10.0			7.0			7.0	
Flash Dont Walk (s)		27.2			27.2			24.0			24.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	26.7	18.0	31.8	26.1	17.7	31.5	46.0	39.0		46.0	39.0	
Actuated g/C Ratio	0.27	0.18	0.32	0.26	0.18	0.32	0.46	0.39		0.46	0.39	
v/c Ratio	0.85	0.81	0.37	0.99	0.79	0.38	1.05	0.60		0.04	0.85	
Control Delay	66.4	50.4	12.7	96.3	49.4	13.2	116.7	24.7		12.7	32.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	66.4	50.4	12.7	96.3	49.4	13.2	116.7	24.7		12.7	32.7	
LOS	E	D	B	F	D	B	F	C		B	C	
Approach Delay		45.8			53.5			38.4			32.6	
Approach LOS		D			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 80 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 40.7		Intersection LOS: D	
Intersection Capacity Utilization 84.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1005: Groesbeck Hwy & E 14 Mile Rd (Push Button)



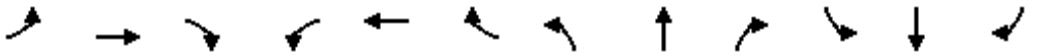
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	378	13	12	430	203	7	293	24	239	315	172
Future Volume (vph)	126	378	13	12	430	203	7	293	24	239	315	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	500		200	130		0	325		170
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00					0.99	1.00					0.99
Frt		0.995				0.850		0.988				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3487	0	1736	3471	1553	1719	3397	0	1736	3471	1553
Flt Permitted	0.395			0.490			0.544			0.321		
Satd. Flow (perm)	728	3487	0	895	3471	1530	983	3397	0	586	3471	1532
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				218		9				189
Link Speed (mph)		35			35			30			40	
Link Distance (ft)		838			1009			277			448	
Travel Time (s)		16.3			19.7			6.3			7.6	
Confl. Peds. (#/hr)	2					2	1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.84	0.84	0.84	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	5%	5%	5%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	147	440	15	13	462	218	8	349	29	263	346	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	455	0	13	462	218	8	378	0	263	346	189
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	18		9
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left	Thru		Left		Right		Thru		Left	Thru	Right
Leading Detector (ft)	25	25		25	25	25	25	25		25	25	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	8		7	4	5	1	6		5	2	3
Permitted Phases	8			4		4	6			2		2
Detector Phase	3	8		7	4	5	1	6		5	2	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	12.0		3.0	12.0	3.0	3.0	6.0		3.0	6.0	3.0
Minimum Split (s)	9.5	18.0		9.5	18.0	9.5	9.5	13.0		9.5	13.0	9.5
Total Split (s)	12.0	33.0		12.0	33.0	18.0	18.0	57.0		18.0	57.0	12.0
Total Split (%)	10.0%	27.5%		10.0%	27.5%	15.0%	15.0%	47.5%		15.0%	47.5%	10.0%
Maximum Green (s)	6.0	27.0		6.0	27.0	11.5	11.5	50.5		11.5	50.5	6.0
Yellow Time (s)	3.6	3.6		3.6	3.6	4.0	4.0	4.0		4.0	4.0	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4	2.5	2.5	2.5		2.5	2.5	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.5	6.5	6.5		6.5	6.5	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0		1.0	3.0	1.0	1.0	3.0		1.0	3.0	1.0
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			20.0			17.5			16.5	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	70.7	66.6		60.4	56.5	67.5	22.7	18.7		36.7	34.5	43.2
Actuated g/C Ratio	0.59	0.56		0.50	0.47	0.56	0.19	0.16		0.31	0.29	0.36
v/c Ratio	0.29	0.23		0.03	0.28	0.23	0.04	0.70		0.91	0.35	0.28
Control Delay	18.4	15.9		12.3	21.0	2.3	36.0	61.9		70.3	35.1	4.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	18.4	15.9		12.3	21.0	2.3	36.0	61.9		70.3	35.1	4.2
LOS	B	B		B	C	A	D	E		E	D	A
Approach Delay		16.5			15.0			61.4			39.4	
Approach LOS		B			B			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 106 (88%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 30.4		Intersection LOS: C	
Intersection Capacity Utilization 72.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button)

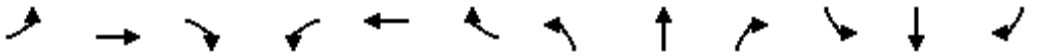




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	378	13	12	430	203	7	293	24	239	315	172
Future Volume (veh/h)	126	378	13	12	430	203	7	293	24	239	315	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1826	1826	1826	1841	1841	1841
Adj Flow Rate, veh/h	147	440	15	13	462	218	8	349	29	263	346	189
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.84	0.84	0.84	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	4	4	4	5	5	5	4	4	4
Cap, veh/h	478	1924	65	547	1791	947	184	434	36	256	783	427
Arrive On Green	0.10	1.00	1.00	0.01	0.51	0.51	0.01	0.13	0.13	0.10	0.22	0.22
Sat Flow, veh/h	1767	3478	118	1753	3497	1558	1739	3243	268	1753	3497	1558
Grp Volume(v), veh/h	147	223	232	13	462	218	8	186	192	263	346	189
Grp Sat Flow(s),veh/h/ln	1767	1763	1834	1753	1749	1558	1739	1735	1777	1753	1749	1558
Q Serve(g_s), s	4.9	0.0	0.0	0.4	8.9	7.7	0.5	12.5	12.6	11.5	10.2	12.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	0.4	8.9	7.7	0.5	12.5	12.6	11.5	10.2	12.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	478	975	1015	547	1791	947	184	232	238	256	783	427
V/C Ratio(X)	0.31	0.23	0.23	0.02	0.26	0.23	0.04	0.80	0.81	1.03	0.44	0.44
Avail Cap(c_a), veh/h	478	975	1015	619	1791	947	340	730	748	256	1472	734
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	0.0	13.9	16.5	10.7	44.6	50.4	50.5	44.2	40.1	36.0
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.0	0.3	0.6	0.0	6.3	6.4	62.9	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.1	0.2	3.6	2.7	0.2	5.8	6.0	6.6	4.4	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.1	0.5	0.5	13.9	16.8	11.3	44.6	56.7	56.9	107.1	40.5	36.7
LnGrp LOS	B	A	A	B	B	B	D	E	E	F	D	D
Approach Vol, veh/h		602			693			386			798	
Approach Delay, s/veh		3.3			15.0			56.5			61.6	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	33.4	12.0	67.4	18.0	22.6	7.1	72.4
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	11.5	50.5	6.0	27.0	11.5	50.5	6.0	27.0
Max Q Clear Time (g_c+I1), s	2.5	14.0	6.9	10.9	13.5	14.6	2.4	2.0
Green Ext Time (p_c), s	0.0	1.9	0.0	2.3	0.0	1.2	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

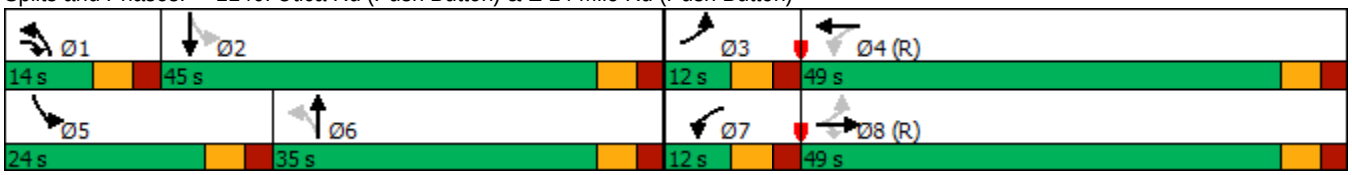


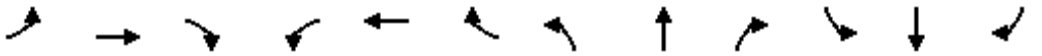
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	338	62	53	385	179	67	659	11	166	898	119
Future Volume (vph)	111	338	62	53	385	179	67	659	11	166	898	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		180	250		0	175		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00		0.99	1.00	1.00							
Frt			0.850		0.952			0.998			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1719	3259	0	1736	3464	0	1770	3476	0
Flt Permitted	0.302			0.502			0.116			0.152		
Satd. Flow (perm)	557	3505	1547	908	3259	0	212	3464	0	283	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139		71			1			13	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1657			838			570			1233	
Travel Time (s)		32.3			16.3			11.1			24.0	
Confl. Peds. (#/hr)	1		1	1		1						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	125	380	70	59	428	199	75	740	12	178	966	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	380	70	59	627	0	75	752	0	178	1094	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes						Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	25	25	25		25	25		25	25	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	12.1	9.5	9.5	12.1		9.5	12.1		9.5	12.1	
Total Split (s)	12.0	49.0	14.0	12.0	49.0		14.0	35.0		24.0	45.0	
Total Split (%)	10.0%	40.8%	11.7%	10.0%	40.8%		11.7%	29.2%		20.0%	37.5%	
Maximum Green (s)	5.9	42.9	7.9	5.9	42.9		7.9	28.9		17.9	38.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1		6.1	6.1		6.1	6.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	3.0	1.0	1.0	3.0		1.0	3.0		1.0	3.0	
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		Min	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		16.9			20.9			22.9			20.9	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	51.1	46.4	52.7	49.1	43.9		40.7	34.4		50.6	39.7	
Actuated g/C Ratio	0.43	0.39	0.44	0.41	0.37		0.34	0.29		0.42	0.33	
v/c Ratio	0.43	0.28	0.09	0.14	0.51		0.50	0.76		0.68	0.95	
Control Delay	18.2	18.3	0.3	9.3	16.6		52.5	60.3		31.0	52.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.2	18.3	0.3	9.3	16.6		52.5	60.3		31.0	52.6	
LOS	B	B	A	A	B		D	E		C	D	
Approach Delay		16.1			16.0			59.6			49.6	
Approach LOS		B			B			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 108 (90%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 39.5		Intersection LOS: D	
Intersection Capacity Utilization 80.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	338	62	53	385	179	67	659	11	166	898	119
Future Volume (veh/h)	111	338	62	53	385	179	67	659	11	166	898	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1826	1826	1826	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	125	380	70	59	428	199	75	740	12	178	966	128
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	5	5	5	4	4	4	2	2	2
Cap, veh/h	393	1406	694	415	880	405	145	986	16	276	1018	135
Arrive On Green	0.05	0.40	0.40	0.06	0.76	0.76	0.04	0.28	0.28	0.03	0.11	0.11
Sat Flow, veh/h	1767	3526	1571	1739	2307	1062	1753	3522	57	1781	3154	418
Grp Volume(v), veh/h	125	380	70	59	321	306	75	367	385	178	544	550
Grp Sat Flow(s),veh/h/ln	1767	1763	1571	1739	1735	1634	1753	1749	1830	1781	1777	1795
Q Serve(g_s), s	5.2	8.7	3.1	2.5	8.3	8.5	3.6	23.0	23.0	8.2	36.5	36.5
Cycle Q Clear(g_c), s	5.2	8.7	3.1	2.5	8.3	8.5	3.6	23.0	23.0	8.2	36.5	36.5
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.03	1.00		0.23
Lane Grp Cap(c), veh/h	393	1406	694	415	662	624	145	490	513	276	573	579
V/C Ratio(X)	0.32	0.27	0.10	0.14	0.48	0.49	0.52	0.75	0.75	0.65	0.95	0.95
Avail Cap(c_a), veh/h	393	1406	694	445	662	624	185	490	513	389	576	582
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	24.3	19.6	20.8	9.8	9.8	33.3	39.4	39.4	31.2	52.6	52.6
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.1	2.5	2.7	1.1	6.4	6.1	0.9	25.3	25.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.7	1.2	1.0	2.8	2.7	1.6	10.6	11.0	3.8	21.4	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	24.8	19.9	20.9	12.2	12.5	34.4	45.7	45.5	32.1	77.9	77.9
LnGrp LOS	C	C	B	C	B	B	C	D	D	C	E	E
Approach Vol, veh/h		575			686			827			1272	
Approach Delay, s/veh		23.5			13.1			44.6			71.5	
Approach LOS		C			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	44.8	12.0	51.9	16.4	39.7	10.0	53.9
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	7.9	38.9	5.9	42.9	17.9	28.9	5.9	42.9
Max Q Clear Time (g_c+I1), s	5.6	38.5	7.2	10.5	10.2	25.0	4.5	10.7
Green Ext Time (p_c), s	0.0	0.2	0.0	2.1	0.1	1.1	0.0	1.6

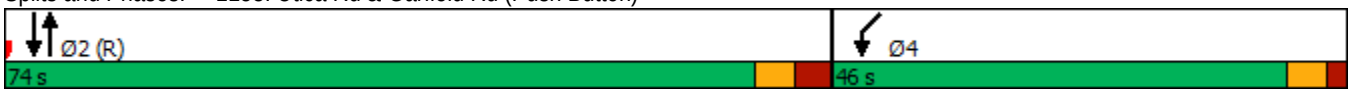
Intersection Summary	
HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D

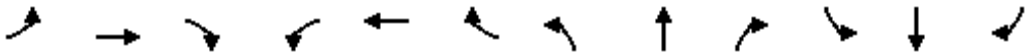
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	716	0	0	1001	293	0
Future Volume (vph)	716	0	0	1001	293	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	3471	0	0	3505	1736	0
Flt Permitted					0.950	
Satd. Flow (perm)	3471	0	0	3505	1736	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	30	
Link Distance (ft)	132			95	123	
Travel Time (s)	2.6			1.9	2.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.80	0.80	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	3%	3%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	778	0	0	1251	362	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	778	0	0	1251	362	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		20	9
Number of Detectors	1			1	1	
Detector Template	Thru			Thru	Left	
Leading Detector (ft)	25			25	25	
Trailing Detector (ft)	0			0	0	
Turn Type	NA			NA	Prot	
Protected Phases	2			2	4	
Permitted Phases						
Detector Phase	2			2	4	
Switch Phase						

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	6.0			6.0	6.0	
Minimum Split (s)	25.1			25.1	12.0	
Total Split (s)	74.0			74.0	46.0	
Total Split (%)	61.7%			61.7%	38.3%	
Maximum Green (s)	66.9			66.9	40.4	
Yellow Time (s)	3.6			3.6	3.6	
All-Red Time (s)	3.5			3.5	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	7.1			7.1	5.6	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	0.2			0.2	0.2	
Minimum Gap (s)	0.2			0.2	0.2	
Time Before Reduce (s)	0.0			0.0	0.0	
Time To Reduce (s)	0.0			0.0	0.0	
Recall Mode	Max			Max	Max	
Walk Time (s)	5.0			5.0	5.0	
Flash Dont Walk (s)	6.9			6.9	11.4	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	66.9			66.9	40.4	
Actuated g/C Ratio	0.56			0.56	0.34	
v/c Ratio	0.40			0.64	0.62	
Control Delay	1.1			27.1	54.0	
Queue Delay	0.0			0.0	0.0	
Total Delay	1.1			27.1	54.0	
LOS	A			C	D	
Approach Delay	1.1			27.1	54.0	
Approach LOS	A			C	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 41 (34%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization 87.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1158: Utica Rd & Garfield Rd (Push Button)



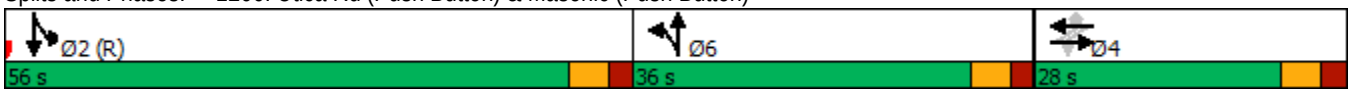


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	83	40	12	75	125	48	820	9	113	1139	22
Future Volume (vph)	63	83	40	12	75	125	48	820	9	113	1139	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		0	500		132	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	155			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99		1.00								
Frt		0.951				0.850		0.999			0.997	
Flt Protected	0.950			0.950				0.997			0.996	
Satd. Flow (prot)	1736	1728	0	1752	1845	1568	0	3491	0	0	3480	0
Flt Permitted	0.703			0.467				0.997			0.996	
Satd. Flow (perm)	1284	1728	0	859	1845	1568	0	3491	0	0	3480	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		18						1			2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1050			1152			619			374	
Travel Time (s)		23.9			26.2			12.1			7.3	
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.90	0.90	0.90	0.95	0.95	0.95	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	80	105	51	13	83	139	51	863	9	127	1280	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	156	0	13	83	139	0	923	0	0	1432	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	18		9	18		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25	25	20	25		20	25	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		4			4		6	6		2	2	
Permitted Phases	4			4		4						
Detector Phase	4	4		4	4	4	6	6		2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	12.0	12.0		12.0	12.0	
Total Split (s)	28.0	28.0		28.0	28.0	28.0	36.0	36.0		56.0	56.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%	23.3%	30.0%	30.0%		46.7%	46.7%	
Maximum Green (s)	22.0	22.0		22.0	22.0	22.0	30.3	30.3		50.3	50.3	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	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		5.7			5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	Max	Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0	14.0	21.3	21.3		10.3	10.3	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)	14.0	14.0		14.0	14.0	14.0		30.3			58.3	
Actuated g/C Ratio	0.12	0.12		0.12	0.12	0.12		0.25			0.49	
v/c Ratio	0.54	0.72		0.13	0.39	0.76		1.05			0.85	
Control Delay	62.3	63.2		48.2	53.2	76.6		86.7			29.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	62.3	63.2		48.2	53.2	76.6		86.7			29.4	
LOS	E	E		D	D	E		F			C	
Approach Delay		62.9			66.8			86.7			29.4	
Approach LOS		E			E			F			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 87 (73%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 54.1		Intersection LOS: D	
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1266: Utica Rd (Push Button) & Masonic (Push Button)



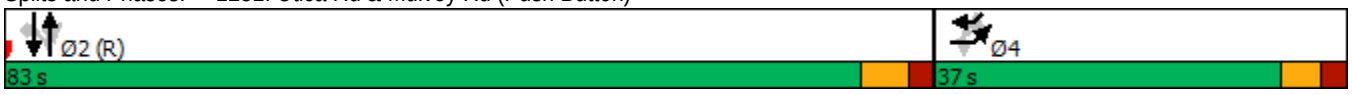


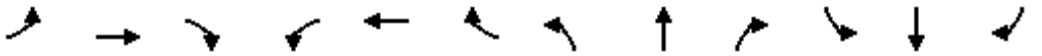
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	26	16	35	5	953	13	11	1109	19	72	21	17
Future Volume (vph)	26	16	35	5	953	13	11	1109	19	72	21	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		0	0	500		115	500		85	20	0	
Storage Lanes		1	0	1		1	1		1	1	1	
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00									0.98	
Frt		0.938				0.850			0.850		0.850	
Flt Protected		0.974		0.950			0.950			0.950		
Satd. Flow (prot)	0	1702	0	1736	3471	1553	1770	3539	1583	1770	1583	0
Flt Permitted		0.870		0.199			0.265			0.676		
Satd. Flow (perm)	0	1517	0	364	3471	1553	494	3539	1583	1259	1559	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				27			27		32	
Link Speed (mph)		25			35			35		25		
Link Distance (ft)		1070			999			1047		1199		
Travel Time (s)		29.2			19.5			20.4		32.7		
Confl. Peds. (#/hr)	3											3
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.84	0.84	0.94	0.94	0.94	0.89	0.89	0.89	0.60	0.60	0.60
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Adj. Flow (vph)	31	19	42	5	1014	14	12	1246	21	120	35	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	0	5	1014	14	12	1246	21	120	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			12			12		12		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Left		Left	Thru	Right	Left	Thru	Right	Left	Right	
Leading Detector (ft)	20	25		25	25	25	25	25	25	25	25	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Turn Type	D.Pm	Prot		Perm	NA	Perm	Perm	NA	Perm	D.Pm	Over	
Protected Phases		4			2			2			4	
Permitted Phases	4			2		2	2		2	4	4	
Detector Phase	4	4		2	2	2	2	2	2	4	4	
Switch Phase												

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	15.0	15.0		10.0	10.0	10.0	10.0	10.0	10.0	15.0	15.0	
Minimum Split (s)	21.0	21.0		27.0	27.0	27.0	27.0	27.0	27.0	21.0	21.0	
Total Split (s)	37.0	37.0		83.0	83.0	83.0	83.0	83.0	83.0	37.0	37.0	
Total Split (%)	30.8%	30.8%		69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	
Maximum Green (s)	31.0	31.0		76.5	76.5	76.5	76.5	76.5	76.5	31.0	31.0	
Yellow Time (s)	3.5	3.5		4.3	4.3	4.3	4.3	4.3	4.3	3.5	3.5	
All-Red Time (s)	2.5	2.5		2.2	2.2	2.2	2.2	2.2	2.2	2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0		6.5	6.5	6.5	6.5	6.5	6.5	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	25.0	25.0		15.5	15.5	15.5	15.5	15.5	15.5	25.0	25.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	
Act Effct Green (s)		16.5		91.0	91.0	91.0	91.0	91.0	91.0	16.5	16.5	
Actuated g/C Ratio		0.14		0.76	0.76	0.76	0.76	0.76	0.76	0.14	0.14	
v/c Ratio		0.39		0.02	0.39	0.01	0.03	0.46	0.02	0.70	0.26	
Control Delay		34.8		1.0	1.2	0.0	4.4	6.2	1.3	70.4	28.2	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		34.8		1.0	1.2	0.0	4.4	6.2	1.3	70.4	28.2	
LOS		C		A	A	A	A	A	A	E	C	
Approach Delay		34.8			1.2			6.2		55.9		
Approach LOS		C			A			A		E		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 105 (88%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 8.7		Intersection LOS: A	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1281: Utica Rd & Mulvey Rd (Push Button)





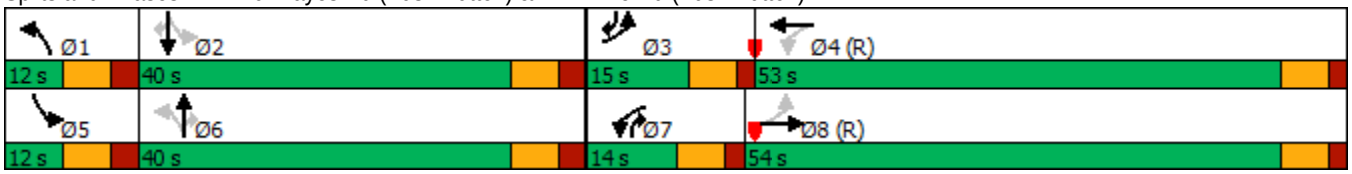
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	268	59	3	363	38	49	346	88	18	607	47
Future Volume (vph)	1	268	59	3	363	38	49	346	88	18	607	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		0	500		0	150		133	200		300
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00				0.98	1.00		0.99
Frt		0.973			0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3331	0	1736	3415	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.426			0.469			0.098			0.331		
Satd. Flow (perm)	770	3331	0	855	3415	0	183	1863	1553	615	1863	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			11				89			89
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1276			2865			1075			1095	
Travel Time (s)		19.3			43.4			24.4			24.9	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.84	0.84	0.84	0.85	0.85	0.85	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	339	75	4	432	45	58	407	104	20	667	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	414	0	4	477	0	58	407	104	20	667	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.85	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	25	25		25	25		25	25	25	25	25	25
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	3	8		7	4		1	6	7	5	2	3
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	7	5	2	3
Switch Phase												

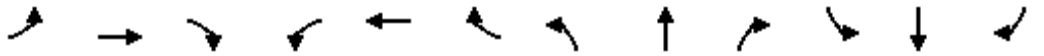
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	6.0	3.0	3.0	6.0	3.0
Minimum Split (s)	9.5	12.0		9.5	12.0		9.8	13.0	9.5	9.8	13.0	9.5
Total Split (s)	15.0	54.0		14.0	53.0		12.0	40.0	14.0	12.0	40.0	15.0
Total Split (%)	12.5%	45.0%		11.7%	44.2%		10.0%	33.3%	11.7%	10.0%	33.3%	12.5%
Maximum Green (s)	9.0	48.0		8.0	47.0		5.2	33.2	8.0	5.2	33.2	9.0
Yellow Time (s)	4.3	4.3		4.3	4.3		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.7	1.7		1.7	1.7		2.5	2.5	1.7	2.5	2.5	1.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.8	6.8	6.0	6.8	6.8	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	3.0		0.2	3.0		0.2	3.0	0.2	0.2	3.0	0.2
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Min	C-Max		None	C-Max		None	None	None	None	None	Min
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		15.0			15.0			14.2			14.2	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	55.9	52.9		56.1	53.0		42.8	40.7	44.5	38.9	35.8	39.6
Actuated g/C Ratio	0.47	0.44		0.47	0.44		0.36	0.34	0.37	0.32	0.30	0.33
v/c Ratio	0.00	0.28		0.01	0.32		0.46	0.65	0.16	0.09	1.20	0.09
Control Delay	14.0	20.6		11.7	15.6		36.5	40.7	7.5	24.8	144.8	1.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	20.6		11.7	15.6		36.5	40.7	7.5	24.8	144.8	1.7
LOS	B	C		B	B		D	D	A	C	F	A
Approach Delay		20.5			15.6			34.2			131.5	
Approach LOS		C			B			C			F	

Intersection Summary		
Area Type:	Other	
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 37 (31%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green		
Natural Cycle: 75		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.20		
Intersection Signal Delay: 60.2	Intersection LOS: E	
Intersection Capacity Utilization 68.1%	ICU Level of Service C	
Analysis Period (min) 15		

* User Entered Value

Splits and Phases: 1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button)





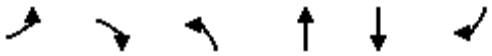
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	268	59	3	363	38	49	346	88	18	607	47
Future Volume (veh/h)	1	268	59	3	363	38	49	346	88	18	607	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	339	75	4	432	45	58	407	104	20	667	52
Peak Hour Factor	0.79	0.79	0.79	0.84	0.84	0.84	0.85	0.85	0.85	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	4	4	4	2	2	2	2	2	2
Cap, veh/h	430	1338	292	448	1442	149	121	558	476	174	517	476
Arrive On Green	0.03	0.47	0.47	0.00	0.45	0.45	0.03	0.30	0.30	0.01	0.28	0.28
Sat Flow, veh/h	1739	2830	618	1753	3198	332	1781	1870	1579	1781	1870	1578
Grp Volume(v), veh/h	1	206	208	4	235	242	58	407	104	20	667	52
Grp Sat Flow(s),veh/h/ln	1739	1735	1714	1753	1749	1781	1781	1870	1579	1781	1870	1578
Q Serve(g_s), s	0.0	8.5	8.7	0.1	10.2	10.3	2.8	23.4	5.9	1.0	33.2	2.9
Cycle Q Clear(g_c), s	0.0	8.5	8.7	0.1	10.2	10.3	2.8	23.4	5.9	1.0	33.2	2.9
Prop In Lane	1.00		0.36	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	430	820	810	448	788	803	121	558	476	174	517	476
V/C Ratio(X)	0.00	0.25	0.26	0.01	0.30	0.30	0.48	0.73	0.22	0.12	1.29	0.11
Avail Cap(c_a), veh/h	517	820	810	559	788	803	137	558	476	229	517	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	18.9	19.0	18.1	20.9	20.9	34.1	37.7	31.3	32.5	43.4	30.3
Incr Delay (d2), s/veh	0.0	0.7	0.8	0.0	1.0	1.0	1.1	4.8	0.2	0.1	144.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	3.5	0.1	4.2	4.3	1.2	11.4	2.2	0.4	35.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	19.7	19.7	18.1	21.9	21.9	35.2	42.5	31.5	32.6	187.4	30.4
LnGrp LOS	B	B	B	B	C	C	D	D	C	C	F	C
Approach Vol, veh/h		415			481			569			739	
Approach Delay, s/veh		19.7			21.9			39.8			172.2	
Approach LOS		B			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	40.0	9.0	60.1	8.3	42.6	6.4	62.7
Change Period (Y+Rc), s	6.8	6.8	* 6	* 6	6.8	6.8	* 6	* 6
Max Green Setting (Gmax), s	5.2	33.2	* 9	* 47	5.2	33.2	* 8	* 48
Max Q Clear Time (g_c+I1), s	4.8	35.2	2.0	12.3	3.0	25.4	2.1	10.7
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.0	1.1	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	76.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	28	1	10	706	1000	13
Future Volume (vph)	28	1	10	706	1000	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.996				0.998	
Flt Protected	0.954			0.999		
Satd. Flow (prot)	1770	0	0	3470	3499	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1770	0	0	3470	3499	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	1161			95	1408	
Travel Time (s)	31.7			1.9	27.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.79	0.79	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	4%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	35	1	13	894	1163	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	907	1178	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	1	10	706	1000	13
Future Vol, veh/h	28	1	10	706	1000	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	79	79	86	86
Heavy Vehicles, %	2	2	0	4	3	0
Mvmt Flow	35	1	13	894	1163	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1644	589	1178	0	-	0
Stage 1	1171	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.1	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.2	-	-	-
Pot Cap-1 Maneuver	90	452	600	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	86	452	600	-	-	-
Mov Cap-2 Maneuver	86	-	-	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	71.5	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	600	-	88	-	-
HCM Lane V/C Ratio	0.021	-	0.407	-	-
HCM Control Delay (s)	11.1	0.2	71.5	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.6	-	-

1004: Groesbeck Hwy & Utica Rd (Push Button) Performance by movement

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	2.5	0.2	0.2	0.0	0.0	0.0	2.3	0.3	0.2	0.0	0.0	0.0
Total Del/Veh (s)	739.5	31.5	20.6	82.5	66.8	83.8	90.5	22.9	9.4	52.1	47.9	51.2

1004: Groesbeck Hwy & Utica Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	48.8

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	2.8	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	252.0	43.1	18.9	101.4	66.2	71.5	114.6	17.1	4.9	39.5	33.4	18.1

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	50.4

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.0	0.0	0.0
Total Del/Veh (s)	26.6	18.2	13.8	19.1	25.8	5.5	38.7	51.3	13.5	52.0	28.6	5.1

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	27.6

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	26.5	14.0	4.7	16.9	16.9	12.9	53.5	56.3	48.7	33.3	50.1	52.7

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	38.1

1158: Utica Rd & Garfield Rd (Push Button) Performance by movement

Movement	NBT	SBT	SWL	All
Denied Del/Veh (s)	0.0	0.6	0.0	0.3
Total Del/Veh (s)	1.1	6.2	16.7	6.1

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.4	0.5	3.4	0.5	3.4	0.0	0.0	0.0	0.1	0.3	0.2
Total Del/Veh (s)	67.9	46.8	31.5	65.1	44.2	44.8	84.3	92.2	106.0	32.8	36.0	36.0

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	55.4

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.0	0.0	2.6	0.3	2.5	3.3	0.3	0.2
Total Del/Veh (s)	46.5	47.3	23.4	12.7	3.8	2.4	18.7	6.6	3.4	48.0	44.5	22.1

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	8.8

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)		0.1	0.2	0.0	0.0	0.0	3.3	0.7	3.4	152.0	139.2	140.1
Total Del/Veh (s)		15.9	11.0	18.9	21.2	17.1	40.5	33.3	9.9	161.7	181.4	130.2

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	48.3
Total Del/Veh (s)	72.5

9022: Utica Rd & Admiral St (Push Button) Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.1	58.1	8.9	0.4	28.3	26.2	16.8



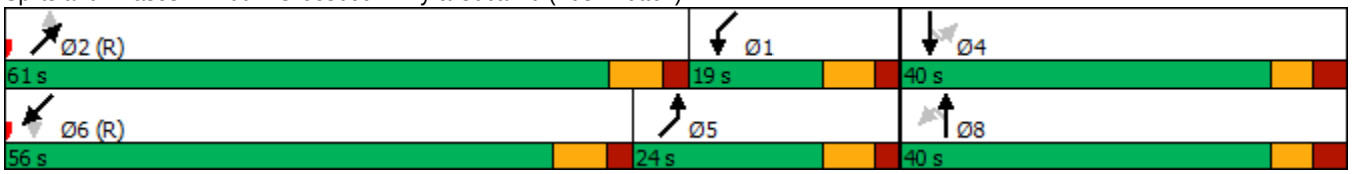
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	599	126	17	576	328	475	1781	15	154	1075	13
Future Volume (vph)	0	599	126	17	576	328	475	1781	15	154	1075	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	230		0	500		0	500		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00				
Frt		0.974			0.946			0.999			0.998	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	1863	3447	0	1770	3348	0	1752	5030	0	1736	4978	0
Flt Permitted				0.121			0.162			0.082		
Satd. Flow (perm)	1863	3447	0	225	3348	0	299	5030	0	150	4978	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			92			1			2	
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		1003			1650			1203			2487	
Travel Time (s)		19.5			32.1			16.4			33.9	
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.89	0.89	0.89	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	697	147	18	619	353	534	2001	17	167	1168	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	844	0	18	972	0	534	2018	0	167	1182	0
Enter Blocked Intersection	No	No	No	No	No	No	2 veh	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	*0.90	*0.90	*0.80	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	18		9	18		12	18		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25		25	0		25	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		12.0	45.0		12.0	37.0	
Total Split (s)	40.0	40.0		40.0	40.0		24.0	61.0		19.0	56.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		20.0%	50.8%		15.8%	46.7%	
Maximum Green (s)	33.1	33.1		33.1	33.1		17.0	54.0		12.0	49.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	3.3	3.3		3.3	3.3		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.9	6.9		7.0	7.0		7.0	7.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2		3.0	0.2	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0		10.0	10.0			8.0			7.0	
Flash Dont Walk (s)	35.1	35.1		35.1	35.1			30.0			23.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		33.1		33.1	33.1		71.0	54.0		61.0	49.0	
Actuated g/C Ratio		0.28		0.28	0.28		0.59	0.45		0.51	0.41	
v/c Ratio		0.87		0.29	0.98		1.40	0.89		0.71	0.58	
Control Delay		51.6		21.6	26.2		226.1	36.5		35.6	47.5	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		51.6		21.6	26.2		226.1	36.5		35.6	47.5	
LOS		D		C	C		F	D		D	D	
Approach Delay		51.6			26.1			76.2			46.0	
Approach LOS		D			C			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 5 (4%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.40			
Intersection Signal Delay: 56.8		Intersection LOS: E	
Intersection Capacity Utilization 91.2%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1004: Groesbeck Hwy & Utica Rd (Push Button)



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	599	126	17	576	328	475	1781	15	154	1075	13
Future Volume (veh/h)	0	599	126	17	576	328	475	1781	15	154	1075	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	0	697	147	18	619	353	534	2001	17	167	1168	14
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.89	0.89	0.89	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	4	4	4
Cap, veh/h	60	806	170	92	601	343	420	2331	20	248	2090	25
Arrive On Green	0.00	0.28	0.28	0.09	0.09	0.09	0.14	0.45	0.45	0.10	0.41	0.41
Sat Flow, veh/h	578	2921	616	652	2180	1243	1767	5181	44	1753	5118	61
Grp Volume(v), veh/h	0	424	420	18	504	468	534	1304	714	167	764	418
Grp Sat Flow(s),veh/h/ln	578	1777	1760	652	1777	1647	1767	1689	1848	1753	1675	1830
Q Serve(g_s), s	0.0	27.2	27.3	3.3	33.1	33.1	17.0	41.5	41.6	5.9	21.0	21.0
Cycle Q Clear(g_c), s	0.0	27.2	27.3	30.5	33.1	33.1	17.0	41.5	41.6	5.9	21.0	21.0
Prop In Lane	1.00		0.35	1.00		0.76	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	60	490	485	92	490	454	420	1520	831	248	1368	747
V/C Ratio(X)	0.00	0.86	0.87	0.20	1.03	1.03	1.27	0.86	0.86	0.67	0.56	0.56
Avail Cap(c_a), veh/h	60	490	485	92	490	454	420	1520	831	248	1368	747
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	41.3	41.3	66.9	54.5	54.5	44.4	29.6	29.6	49.7	27.2	27.2
Incr Delay (d2), s/veh	0.0	14.9	15.1	1.0	48.4	50.0	139.5	6.5	11.2	6.9	1.7	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.7	13.6	0.6	22.4	20.9	27.6	16.8	19.5	4.9	8.2	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	56.2	56.4	67.9	102.9	104.5	183.9	36.1	40.8	56.6	28.9	30.2
LnGrp LOS	A	E	E	E	F	F	F	D	D	E	C	C
Approach Vol, veh/h		844			990			2552			1349	
Approach Delay, s/veh		56.3			103.0			68.3			32.7	
Approach LOS		E			F			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	61.0		40.0	24.0	56.0		40.0				
Change Period (Y+Rc), s	* 7	* 7		* 6.9	* 7	* 7		* 6.9				
Max Green Setting (Gmax), s	* 12	* 54		* 33	* 17	* 49		* 33				
Max Q Clear Time (g_c+I1), s	7.9	0.0		35.1	19.0	0.0		29.3				
Green Ext Time (p_c), s	0.2	0.0		0.0	0.0	0.0		1.2				

Intersection Summary		
HCM 6th Ctrl Delay		64.2
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

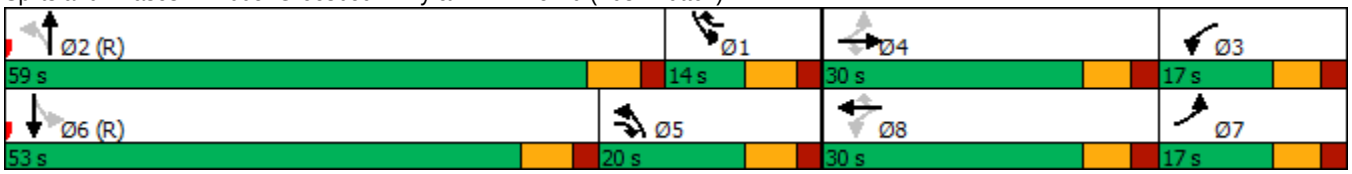
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	566	138	64	394	64	223	1322	212	79	1062	157
Future Volume (vph)	88	566	138	64	394	64	223	1322	212	79	1062	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		190	500		210	500		0	500		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.997	0.850		0.998	0.850		0.979			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3347	1427	1752	3351	1427	1752	4930	0	1752	4940	0
Flt Permitted	0.302			0.195			0.125			0.081		
Satd. Flow (perm)	557	3347	1427	360	3351	1427	231	4930	0	149	4940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2	108		1	98		32			26	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2921			1459			3140			564	
Travel Time (s)		44.3			22.1			42.8			7.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	98	629	153	72	443	72	240	1422	228	87	1167	173
Shared Lane Traffic (%)			10%			10%						
Lane Group Flow (vph)	98	644	138	72	450	65	240	1650	0	87	1340	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.90	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	18		9	18		9	18		9	18		9
Number of Detectors	1	1	1	1	1	1	1	0		1	0	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	20	25	25	20	25	0		25	0	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	14.0	12.0	12.0	14.0	12.0	12.0	38.0		12.0	38.0	
Total Split (s)	17.0	30.0	20.0	17.0	30.0	14.0	20.0	59.0		14.0	53.0	
Total Split (%)	14.2%	25.0%	16.7%	14.2%	25.0%	11.7%	16.7%	49.2%		11.7%	44.2%	
Maximum Green (s)	10.2	23.2	13.0	10.2	23.2	7.0	13.0	52.0		7.0	46.0	
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7		4.7	4.7	
All-Red Time (s)	2.5	2.5	2.3	2.5	2.5	2.3	2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.8	7.0	7.0	7.0		7.0	7.0	
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.2		3.0	0.2	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		10.0			10.0			7.0			7.0	
Flash Dont Walk (s)		27.2			27.2			24.0			24.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	31.5	24.2	43.7	27.7	20.5	34.1	69.5	56.8		57.5	50.8	
Actuated g/C Ratio	0.26	0.20	0.36	0.23	0.17	0.28	0.58	0.47		0.48	0.42	
v/c Ratio	0.43	0.95	0.23	0.44	0.78	0.14	0.81	0.70		0.54	0.64	
Control Delay	40.5	81.6	18.7	46.7	57.6	2.8	45.4	9.3		44.2	29.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	40.5	81.6	18.7	46.7	57.6	2.8	45.4	9.3		44.2	29.1	
LOS	D	F	B	D	E	A	D	A		D	C	
Approach Delay		67.2			50.2			13.9			30.0	
Approach LOS		E			D			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 95 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 32.9		Intersection LOS: C	
Intersection Capacity Utilization 80.6%		ICU Level of Service D	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1005: Groesbeck Hwy & E 14 Mile Rd (Push Button)

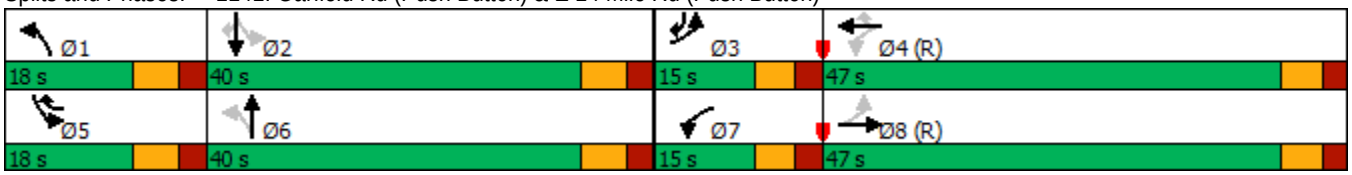


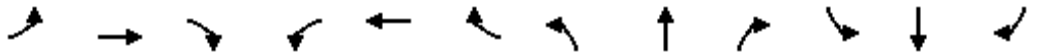
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	509	16	8	538	210	19	342	56	230	276	120
Future Volume (vph)	118	509	16	8	538	210	19	342	56	230	276	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	500		200	130		0	325		170
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00					0.99	1.00	1.00		1.00		0.99
Frt		0.995				0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3487	0	1770	3539	1583	1770	3458	0	1770	3539	1583
Flt Permitted	0.329			0.435			0.574			0.246		
Satd. Flow (perm)	606	3487	0	810	3539	1560	1068	3458	0	458	3539	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				228		15				126
Link Speed (mph)		35			35			30			40	
Link Distance (ft)		838			1009			277			448	
Travel Time (s)		16.3			19.7			6.3			7.6	
Confl. Peds. (#/hr)	2					2	1		2	2		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	130	559	18	9	585	228	22	389	64	242	291	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	577	0	9	585	228	22	453	0	242	291	126
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left	Thru		Left		Right		Thru		Left	Thru	Right
Leading Detector (ft)	25	25		25	25	25	25	25		25	25	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	8		7	4	5	1	6		5	2	3
Permitted Phases	8			4		4	6			2		2
Detector Phase	3	8		7	4	5	1	6		5	2	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	12.0		3.0	12.0	3.0	3.0	6.0		3.0	6.0	3.0
Minimum Split (s)	9.5	18.0		9.5	18.0	9.5	9.5	13.0		9.5	13.0	9.5
Total Split (s)	15.0	47.0		15.0	47.0	18.0	18.0	40.0		18.0	40.0	15.0
Total Split (%)	12.5%	39.2%		12.5%	39.2%	15.0%	15.0%	33.3%		15.0%	33.3%	12.5%
Maximum Green (s)	9.0	41.0		9.0	41.0	11.5	11.5	33.5		11.5	33.5	9.0
Yellow Time (s)	3.6	3.6		3.6	3.6	4.0	4.0	4.0		4.0	4.0	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4	2.5	2.5	2.5		2.5	2.5	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.5	6.5	6.5		6.5	6.5	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0		1.0	3.0	1.0	1.0	3.0		1.0	3.0	1.0
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			20.0			17.5			16.5	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	68.9	66.8		59.0	55.2	66.2	25.2	20.6		38.4	31.6	39.8
Actuated g/C Ratio	0.57	0.56		0.49	0.46	0.55	0.21	0.17		0.32	0.26	0.33
v/c Ratio	0.31	0.30		0.02	0.36	0.24	0.09	0.75		0.89	0.31	0.21
Control Delay	15.7	13.1		7.0	13.5	0.8	19.3	34.1		66.3	37.0	4.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	15.7	13.1		7.0	13.5	0.8	19.3	34.1		66.3	37.0	4.8
LOS	B	B		A	B	A	B	C		E	D	A
Approach Delay		13.5			9.9			33.4			41.6	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 104 (87%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 22.9		Intersection LOS: C	
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button)

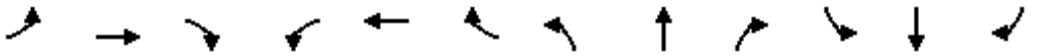




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	509	16	8	538	210	19	342	56	230	276	120
Future Volume (veh/h)	118	509	16	8	538	210	19	342	56	230	276	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	559	18	9	585	228	22	389	64	242	291	126
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	411	1862	60	480	1735	925	235	474	77	260	842	458
Arrive On Green	0.10	1.00	1.00	0.01	0.49	0.49	0.01	0.16	0.16	0.10	0.24	0.24
Sat Flow, veh/h	1767	3486	112	1781	3554	1583	1781	3056	499	1781	3554	1581
Grp Volume(v), veh/h	130	282	295	9	585	228	22	225	228	242	291	126
Grp Sat Flow(s),veh/h/ln	1767	1763	1835	1781	1777	1583	1781	1777	1778	1781	1777	1581
Q Serve(g_s), s	4.4	0.0	0.0	0.3	12.1	8.4	1.2	14.7	14.9	11.5	8.2	7.4
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.3	12.1	8.4	1.2	14.7	14.9	11.5	8.2	7.4
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	411	942	980	480	1735	925	235	276	276	260	842	458
V/C Ratio(X)	0.32	0.30	0.30	0.02	0.34	0.25	0.09	0.82	0.83	0.93	0.35	0.28
Avail Cap(c_a), veh/h	450	942	980	602	1735	925	381	496	496	260	992	525
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	0.0	0.0	15.4	18.8	12.1	41.9	49.0	49.1	41.2	38.0	32.9
Incr Delay (d2), s/veh	0.1	0.6	0.5	0.0	0.5	0.6	0.1	5.8	6.2	37.5	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.1	0.1	0.1	5.0	3.0	0.6	6.9	7.1	4.3	3.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	0.6	0.5	15.4	19.3	12.8	42.0	54.8	55.4	78.6	38.3	33.2
LnGrp LOS	B	A	A	B	B	B	D	D	E	E	D	C
Approach Vol, veh/h		707			822			475			659	
Approach Delay, s/veh		2.9			17.5			54.5			52.1	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	34.9	12.3	64.6	18.0	25.1	6.8	70.1
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	11.5	33.5	9.0	41.0	11.5	33.5	9.0	41.0
Max Q Clear Time (g_c+I1), s	3.2	10.2	6.4	14.1	13.5	16.9	2.3	2.0
Green Ext Time (p_c), s	0.0	1.4	0.0	3.1	0.0	1.3	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

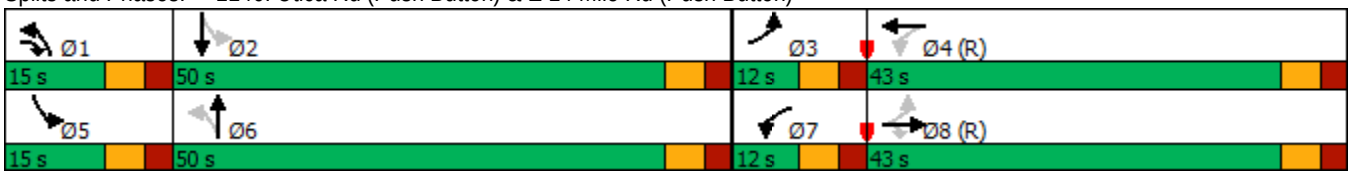


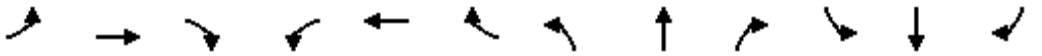
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	367	53	39	358	287	63	905	36	224	858	86
Future Volume (vph)	140	367	53	39	358	287	63	905	36	224	858	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		180	250		0	175		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				0.99			1.00		1.00	1.00	
Frt			0.850		0.933			0.994			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3280	0	1770	3516	0	1770	3485	0
Flt Permitted	0.217			0.492			0.134			0.088		
Satd. Flow (perm)	404	3539	1583	916	3280	0	250	3516	0	164	3485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			84		176			4			10	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1657			838			570			1233	
Travel Time (s)		32.3			16.3			11.1			24.0	
Confl. Peds. (#/hr)	2					2	3		3	3		3
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.91	0.91	0.91	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	154	403	58	42	389	312	69	995	40	241	923	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	403	58	42	701	0	69	1035	0	241	1015	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes						Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		12	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	25	25	25		25	25		25	25	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	12.1	9.5	9.5	12.1		9.5	12.1		9.5	12.1	
Total Split (s)	12.0	43.0	15.0	12.0	43.0		15.0	50.0		15.0	50.0	
Total Split (%)	10.0%	35.8%	12.5%	10.0%	35.8%		12.5%	41.7%		12.5%	41.7%	
Maximum Green (s)	5.9	36.9	8.9	5.9	36.9		8.9	43.9		8.9	43.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1		6.1	6.1		6.1	6.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	3.0	1.0	1.0	3.0		1.0	3.0		1.0	3.0	
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		16.9			20.9			22.9			20.9	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	49.0	43.3	55.5	44.3	39.4		46.4	40.4		52.3	45.2	
Actuated g/C Ratio	0.41	0.36	0.46	0.37	0.33		0.39	0.34		0.44	0.38	
v/c Ratio	0.63	0.32	0.07	0.11	0.59		0.40	0.87		1.27	0.77	
Control Delay	60.8	52.5	11.9	6.9	5.7		16.9	20.5		177.2	35.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	60.8	52.5	11.9	6.9	5.7		16.9	20.5		177.2	35.4	
LOS	E	D	B	A	A		B	C		F	D	
Approach Delay		50.7			5.8			20.3			62.6	
Approach LOS		D			A			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 115 (96%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 36.7		Intersection LOS: D	
Intersection Capacity Utilization 88.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button)

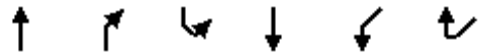




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	367	53	39	358	287	63	905	36	224	858	86
Future Volume (veh/h)	140	367	53	39	358	287	63	905	36	224	858	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	403	58	42	389	312	69	995	40	241	923	92
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.91	0.91	0.91	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	1371	671	388	678	538	169	1090	44	213	1138	113
Arrive On Green	0.05	0.39	0.39	0.05	0.72	0.72	0.04	0.31	0.31	0.02	0.12	0.12
Sat Flow, veh/h	1781	3554	1583	1781	1882	1493	1781	3482	140	1781	3262	325
Grp Volume(v), veh/h	154	403	58	42	367	334	69	508	527	241	503	512
Grp Sat Flow(s),veh/h/ln	1781	1777	1583	1781	1777	1599	1781	1777	1845	1781	1777	1811
Q Serve(g_s), s	5.9	9.4	2.6	1.8	11.8	12.0	3.1	33.0	33.0	8.9	33.1	33.1
Cycle Q Clear(g_c), s	5.9	9.4	2.6	1.8	11.8	12.0	3.1	33.0	33.0	8.9	33.1	33.1
Prop In Lane	1.00		1.00	1.00		0.93	1.00		0.08	1.00		0.18
Lane Grp Cap(c), veh/h	341	1371	671	388	640	576	169	556	578	213	620	631
V/C Ratio(X)	0.45	0.29	0.09	0.11	0.57	0.58	0.41	0.91	0.91	1.13	0.81	0.81
Avail Cap(c_a), veh/h	341	1371	671	433	640	576	232	650	675	213	650	662
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	25.5	20.6	22.9	12.4	12.4	30.2	39.6	39.6	34.6	49.2	49.2
Incr Delay (d2), s/veh	0.3	0.5	0.3	0.0	3.6	4.1	0.6	15.9	15.4	101.7	7.4	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.1	1.0	0.7	3.8	3.6	1.4	16.5	17.1	8.0	17.1	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	26.1	20.9	23.0	15.9	16.5	30.8	55.5	55.0	136.2	56.7	56.5
LnGrp LOS	C	C	C	C	B	B	C	E	E	F	E	E
Approach Vol, veh/h		615			743			1104			1256	
Approach Delay, s/veh		25.4			16.6			53.7			71.9	
Approach LOS		C			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	47.9	12.0	49.3	15.0	43.7	9.0	52.4
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	8.9	43.9	5.9	36.9	8.9	43.9	5.9	36.9
Max Q Clear Time (g_c+I1), s	5.1	35.1	7.9	14.0	10.9	35.0	3.8	11.4
Green Ext Time (p_c), s	0.0	2.5	0.0	2.4	0.0	2.6	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D



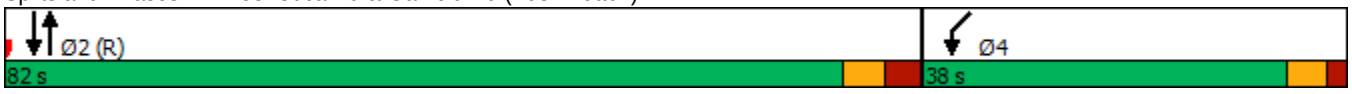
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1025	0	0	843	306	2
Future Volume (vph)	1025	0	0	843	306	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt					0.999	
Flt Protected					0.953	
Satd. Flow (prot)	3539	0	0	3505	1756	0
Flt Permitted					0.953	
Satd. Flow (perm)	3539	0	0	3505	1756	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	30	
Link Distance (ft)	132			95	123	
Travel Time (s)	2.6			1.9	2.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.95	0.95	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1090	0	0	887	373	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1090	0	0	887	375	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	*0.90	1.00
Turning Speed (mph)		9	15		20	9
Number of Detectors	1			1	1	
Detector Template	Thru			Thru	Left	
Leading Detector (ft)	25			25	25	
Trailing Detector (ft)	0			0	0	
Turn Type	NA			NA	Prot	
Protected Phases	2			2	4	
Permitted Phases						
Detector Phase	2			2	4	
Switch Phase						

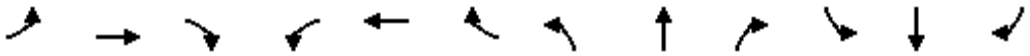
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	6.0			6.0	6.0	
Minimum Split (s)	25.1			25.1	12.0	
Total Split (s)	82.0			82.0	38.0	
Total Split (%)	68.3%			68.3%	31.7%	
Maximum Green (s)	74.9			74.9	32.4	
Yellow Time (s)	3.6			3.6	3.6	
All-Red Time (s)	3.5			3.5	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	7.1			7.1	5.6	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	0.2			0.2	0.2	
Minimum Gap (s)	0.2			0.2	0.2	
Time Before Reduce (s)	0.0			0.0	0.0	
Time To Reduce (s)	0.0			0.0	0.0	
Recall Mode	Max			Max	Max	
Walk Time (s)	5.0			5.0	5.0	
Flash Dont Walk (s)	6.9			6.9	11.4	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	74.9			74.9	32.4	
Actuated g/C Ratio	0.62			0.62	0.27	
v/c Ratio	0.49			0.41	0.79	
Control Delay	8.5			26.0	29.0	
Queue Delay	0.0			0.0	0.0	
Total Delay	8.5			26.0	29.0	
LOS	A			C	C	
Approach Delay	8.5			26.0	29.0	
Approach LOS	A			C	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 95.7%		ICU Level of Service F	
Analysis Period (min) 15			

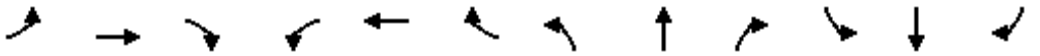
* User Entered Value

Splits and Phases: 1158: Utica Rd & Garfield Rd (Push Button)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	117	29	16	94	238	23	1101	7	126	941	23
Future Volume (vph)	79	117	29	16	94	238	23	1101	7	126	941	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		0	500		132	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	155			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00		1.00								
Frt		0.970				0.850		0.999			0.997	
Flt Protected	0.950			0.950				0.999			0.994	
Satd. Flow (prot)	1787	1819	0	1770	1863	1583	0	3567	0	0	3507	0
Flt Permitted	0.692			0.427				0.999			0.994	
Satd. Flow (perm)	1302	1819	0	794	1863	1583	0	3567	0	0	3507	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		9						1			2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1050			1152			619			374	
Travel Time (s)		23.9			26.2			12.1			7.3	
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.72	0.72	0.72	0.93	0.93	0.93	0.95	0.95	0.95	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	110	163	40	17	101	256	24	1159	7	142	1057	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	203	0	17	101	256	0	1190	0	0	1225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	*0.90	*0.90	*0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	15		9	18		9	18		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25	25	20	25		20	25	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		4			4		6	6		2	2	
Permitted Phases	4			4		4						
Detector Phase	4	4		4	4	4	6	6		2	2	
Switch Phase												

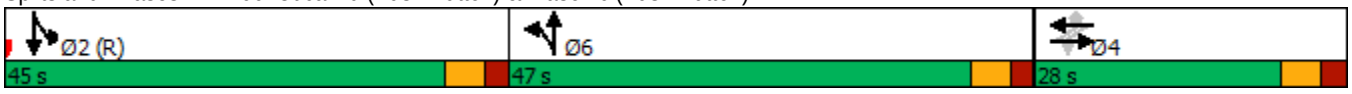


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	12.0	12.0		12.0	12.0	
Total Split (s)	28.0	28.0		28.0	28.0	28.0	47.0	47.0		45.0	45.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%	23.3%	39.2%	39.2%		37.5%	37.5%	
Maximum Green (s)	22.0	22.0		22.0	22.0	22.0	41.3	41.3		39.3	39.3	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	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		5.7			5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	Max	Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0	14.0	21.3	21.3		10.3	10.3	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)	20.6	20.6		20.6	20.6	20.6		41.3			40.7	
Actuated g/C Ratio	0.17	0.17		0.17	0.17	0.17		0.34			0.34	
v/c Ratio	0.50	0.64		0.12	0.32	0.94		0.97			1.03	
Control Delay	52.8	53.6		43.8	45.9	91.6		52.7			73.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	52.8	53.6		43.8	45.9	91.6		52.7			73.5	
LOS	D	D		D	D	F		D			E	
Approach Delay		53.3			77.1			52.7			73.5	
Approach LOS		D			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 43 (36%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 63.9		Intersection LOS: E	
Intersection Capacity Utilization 89.5%		ICU Level of Service E	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1266: Utica Rd (Push Button) & Masonic (Push Button)



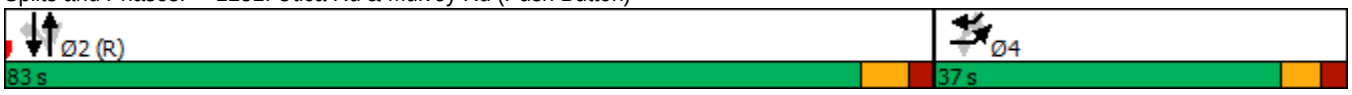


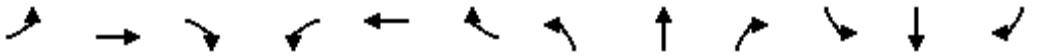
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	64	21	18	18	1406	34	12	1173	53	30	23	26
Future Volume (vph)	64	21	18	18	1406	34	12	1173	53	30	23	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		0	0	500		115	500		85	20	0	
Storage Lanes		1	0	1		1	1		1	1	1	
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00									0.98	
Frt		0.976				0.850			0.850		0.850	
Flt Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1780	0	1787	3574	1599	1770	3539	1583	1805	1615	0
Flt Permitted		0.776		0.204			0.143			0.675		
Satd. Flow (perm)	0	1435	0	384	3574	1599	266	3539	1583	1282	1590	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32				27			31		32	
Link Speed (mph)		25			35			35		25		
Link Distance (ft)		1070			999			1047		1199		
Travel Time (s)		29.2			19.5			20.4		32.7		
Confl. Peds. (#/hr)	3											3
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.95	0.95	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Adj. Flow (vph)	70	23	20	19	1512	37	13	1235	56	37	28	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	113	0	19	1512	37	13	1235	56	37	60	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			12			12		12		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Left		Left	Thru	Right	Left	Thru	Right	Left	Right	
Leading Detector (ft)	20	25		25	25	25	25	25	25	25	25	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Turn Type	D.Pm	Prot		Perm	NA	Perm	Perm	NA	Perm	D.Pm	Over	
Protected Phases		4			2			2			4	
Permitted Phases	4			2		2	2		2	4	4	
Detector Phase	4	4		2	2	2	2	2	2	4	4	
Switch Phase												

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	15.0	15.0		10.0	10.0	10.0	10.0	10.0	10.0	15.0	15.0	
Minimum Split (s)	21.0	21.0		27.0	27.0	27.0	27.0	27.0	27.0	21.0	21.0	
Total Split (s)	37.0	37.0		83.0	83.0	83.0	83.0	83.0	83.0	37.0	37.0	
Total Split (%)	30.8%	30.8%		69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	
Maximum Green (s)	31.0	31.0		76.5	76.5	76.5	76.5	76.5	76.5	31.0	31.0	
Yellow Time (s)	3.5	3.5		4.3	4.3	4.3	4.3	4.3	4.3	3.5	3.5	
All-Red Time (s)	2.5	2.5		2.2	2.2	2.2	2.2	2.2	2.2	2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0		6.5	6.5	6.5	6.5	6.5	6.5	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	25.0	25.0		15.5	15.5	15.5	15.5	15.5	15.5	25.0	25.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	
Act Effct Green (s)		15.2		92.3	92.3	92.3	92.3	92.3	92.3	15.2	15.2	
Actuated g/C Ratio		0.13		0.77	0.77	0.77	0.77	0.77	0.77	0.13	0.13	
v/c Ratio		0.54		0.06	0.55	0.03	0.06	0.45	0.05	0.23	0.26	
Control Delay		45.3		2.9	3.5	0.9	4.2	5.5	1.9	51.0	28.9	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		45.3		2.9	3.5	0.9	4.2	5.5	1.9	51.0	28.9	
LOS		D		A	A	A	A	A	A	D	C	
Approach Delay		45.3			3.4			5.4		37.3		
Approach LOS		D			A			A		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 94 (78%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 80.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1281: Utica Rd & Mulvey Rd (Push Button)





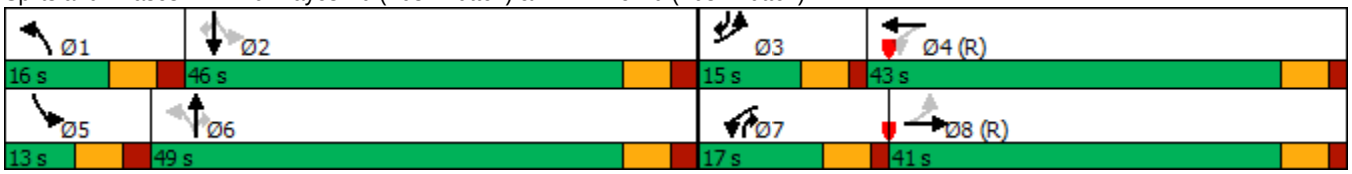
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	419	95	43	327	53	84	524	103	32	453	70
Future Volume (vph)	78	419	95	43	327	53	84	524	103	32	453	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		0	500		0	150		133	200		300
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	0.99				0.98			0.99
Frt		0.972			0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3426	0	1770	3445	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.414			0.352			0.172			0.129		
Satd. Flow (perm)	764	3426	0	655	3445	0	320	1863	1556	240	*2000	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			16				89			89
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1276			2865			1075			1095	
Travel Time (s)		19.3			43.4			24.4			24.9	
Confl. Peds. (#/hr)	7		1	1		7	1		3	3		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	90	482	109	52	394	64	88	552	108	34	482	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	591	0	52	458	0	88	552	108	34	482	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	25	25		25	25		25	25	25	25	25	25
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	3	8		7	4		1	6	7	5	2	3
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	7	5	2	3
Switch Phase												

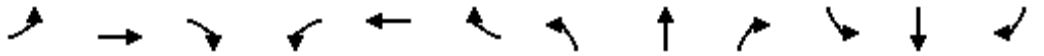
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	6.0	3.0	3.0	6.0	3.0
Minimum Split (s)	9.5	12.0		9.5	12.0		9.8	13.0	9.5	9.8	13.0	9.5
Total Split (s)	15.0	41.0		17.0	43.0		16.0	49.0	17.0	13.0	46.0	15.0
Total Split (%)	12.5%	34.2%		14.2%	35.8%		13.3%	40.8%	14.2%	10.8%	38.3%	12.5%
Maximum Green (s)	9.0	35.0		11.0	37.0		9.2	42.2	11.0	6.2	39.2	9.0
Yellow Time (s)	4.3	4.3		4.3	4.3		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.7	1.7		1.7	1.7		2.5	2.5	1.7	2.5	2.5	1.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.8	6.8	6.0	6.8	6.8	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	3.0		0.2	3.0		0.2	3.0	0.2	0.2	3.0	0.2
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max		Min	C-Max		None	None	Min	Min	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		15.0			15.0			14.2			14.2	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	52.3	46.1		49.5	44.7		45.6	39.4	45.0	41.4	37.3	44.3
Actuated g/C Ratio	0.44	0.38		0.41	0.37		0.38	0.33	0.38	0.34	0.31	0.37
v/c Ratio	0.23	0.44		0.17	0.35		0.45	0.90	0.17	0.25	0.83	0.12
Control Delay	20.8	28.9		17.0	24.3		27.4	57.4	5.9	23.7	51.8	3.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	28.9		17.0	24.3		27.4	57.4	5.9	23.7	51.8	3.1
LOS	C	C		B	C		C	E	A	C	D	A
Approach Delay		27.8			23.5			46.5			44.0	
Approach LOS		C			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 87 (73%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 36.2		Intersection LOS: D	
Intersection Capacity Utilization 73.2%		ICU Level of Service D	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button)





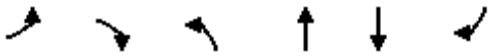
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	419	95	43	327	53	84	524	103	32	453	70
Future Volume (veh/h)	78	419	95	43	327	53	84	524	103	32	453	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	482	109	52	394	64	88	552	108	34	482	74
Peak Hour Factor	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	426	1176	264	358	1219	196	190	588	550	134	554	538
Arrive On Green	0.04	0.41	0.41	0.03	0.40	0.40	0.05	0.31	0.31	0.03	0.30	0.30
Sat Flow, veh/h	1781	2878	647	1781	3060	493	1781	1870	1581	1781	1870	1580
Grp Volume(v), veh/h	90	296	295	52	227	231	88	552	108	34	482	74
Grp Sat Flow(s),veh/h/ln	1781	1777	1747	1781	1777	1776	1781	1870	1581	1781	1870	1580
Q Serve(g_s), s	3.6	14.2	14.4	2.0	10.6	10.8	4.1	34.4	5.7	1.6	29.3	3.9
Cycle Q Clear(g_c), s	3.6	14.2	14.4	2.0	10.6	10.8	4.1	34.4	5.7	1.6	29.3	3.9
Prop In Lane	1.00		0.37	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	726	714	358	708	708	190	588	550	134	554	538
V/C Ratio(X)	0.21	0.41	0.41	0.15	0.32	0.33	0.46	0.94	0.20	0.25	0.87	0.14
Avail Cap(c_a), veh/h	481	726	714	461	708	708	241	658	609	173	611	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	25.2	25.2	20.7	24.9	25.0	31.1	40.0	27.4	32.3	40.0	27.4
Incr Delay (d2), s/veh	0.1	1.7	1.8	0.1	1.2	1.2	0.7	20.2	0.2	0.4	12.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.1	6.1	0.8	4.5	4.6	1.8	18.9	2.1	0.7	15.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	26.9	27.0	20.8	26.1	26.2	31.8	60.2	27.5	32.7	52.1	27.5
LnGrp LOS	C	C	C	C	C	C	C	E	C	C	D	C
Approach Vol, veh/h		681			510			748			590	
Approach Delay, s/veh		26.1			25.6			52.2			47.9	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	42.3	11.3	53.8	10.4	44.5	10.1	55.0
Change Period (Y+Rc), s	6.8	6.8	* 6	* 6	6.8	6.8	* 6	* 6
Max Green Setting (Gmax), s	9.2	39.2	* 9	* 37	6.2	42.2	* 11	* 35
Max Q Clear Time (g_c+I1), s	6.1	31.3	5.6	12.8	3.6	36.4	4.0	16.4
Green Ext Time (p_c), s	0.0	1.3	0.0	1.3	0.0	1.3	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	2	3	1024	841	109
Future Volume (vph)	33	2	3	1024	841	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.993				0.983	
Flt Protected	0.955					
Satd. Flow (prot)	1766	0	0	3539	3457	0
Flt Permitted	0.955					
Satd. Flow (perm)	1766	0	0	3539	3457	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	1161			95	1408	
Travel Time (s)	31.7			1.9	27.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.60	0.60	0.94	0.94	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	2%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	55	3	3	1089	904	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	0	1092	1021	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	2	3	1024	841	109
Future Vol, veh/h	33	2	3	1024	841	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	94	94	93	93
Heavy Vehicles, %	2	2	0	2	3	0
Mvmt Flow	55	3	3	1089	904	117

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1514	511	1021	0	-	0
Stage 1	963	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.1	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.2	-	-	-
Pot Cap-1 Maneuver	110	508	688	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	508	688	-	-	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	327	-	-	-	-	-
Stage 2	541	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	65.8	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	688	-	114	-	-
HCM Lane V/C Ratio	0.005	-	0.512	-	-
HCM Control Delay (s)	10.3	0.1	65.8	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	2.4	-	-

1004: Groesbeck Hwy & Utica Rd (Push Button) Performance by movement

Movement	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	77.0	75.4	81.6	0.1	0.0	0.0	33.1
Total Del/Veh (s)	42.9	31.2	174.1	46.2	53.6	259.3	46.2	31.3	105.0	45.7	46.4	68.5

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	3.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	49.9	50.3	13.9	49.5	46.5	32.7	36.2	22.8	9.6	59.3	28.3	10.4

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	30.8

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	26.6	12.9	6.8	28.2	11.6	3.8	36.3	46.1	4.6	42.4	28.7	6.1

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	21.4

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	49.9	42.6	17.6	19.3	23.9	22.8	29.2	15.1	11.0	40.8	22.3	17.6

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	24.9

1158: Utica Rd & Garfield Rd (Push Button) Performance by movement

Movement	NBT	SBT	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.1
Total Del/Veh (s)	3.1	10.7	14.5	1.8	7.8

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	0.3	0.5	2.9	0.7	3.4	0.0	0.1	0.2	4.6	2.2	0.0
Total Del/Veh (s)	494.5	66.9	51.5	57.5	61.1	79.3	39.6	50.9	49.8	65.5	70.9	73.5

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	1.4
Total Del/Veh (s)	73.8

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Denied Del/Veh (s)	0.2	0.2	0.1	0.0	0.0	0.0	2.4	0.2	2.1	3.1	0.2	0.2
Total Del/Veh (s)	53.1	36.8	27.6	11.2	4.2	3.2	27.1	5.8	2.5	47.8	50.9	26.4

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.7

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.1	0.2	0.2	0.0	0.0	0.0	3.2	0.9	3.1	3.2	0.6	2.8
Total Del/Veh (s)	20.5	26.2	15.9	16.7	14.1	8.8	65.7	57.1	33.2	33.8	37.8	5.9

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	34.0

9022: Utica Rd & Admiral St (Push Button) Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	30.0	115.5	53.8	0.9	39.8	44.2	21.1

Total Zone Performance

Denied Del/Veh (s)	23.8
Total Del/Veh (s)	1740.2

Appendix D – Background Synchro Reports

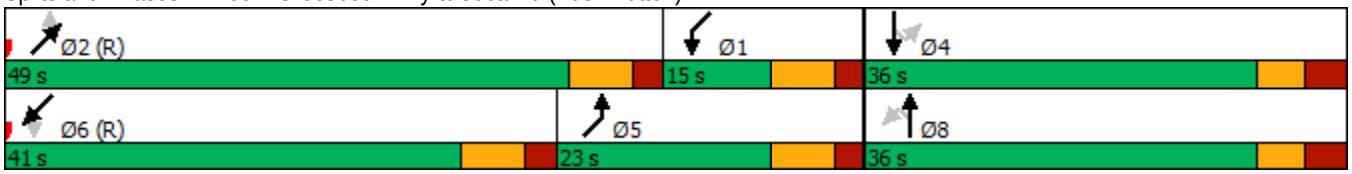
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	572	114	6	567	499	308	1055	12	95	1654	11
Future Volume (vph)	2	572	114	6	567	499	308	1055	12	95	1654	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	230		0	500		0	500		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt		0.975			0.930			0.998			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3451	0	1752	3260	0	1703	4883	0	1719	4935	0
Flt Permitted	0.137			0.212			0.101			0.139		
Satd. Flow (perm)	255	3451	0	391	3260	0	181	4883	0	251	4935	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			225			2			1	
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		1003			1650			1203			2487	
Travel Time (s)		19.5			32.1			16.4			33.9	
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.89	0.89	0.95	0.95	0.95
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	6%	6%	6%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	614	122	6	609	536	353	1209	14	102	1776	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	736	0	6	1145	0	353	1223	0	102	1788	0
Enter Blocked Intersection	1 veh	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	*0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	18		12	18		15	18		9	18		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25		25	0		25	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		12.0	45.0		12.0	37.0	
Total Split (s)	36.0	36.0		36.0	36.0		23.0	49.0		15.0	41.0	
Total Split (%)	36.0%	36.0%		36.0%	36.0%		23.0%	49.0%		15.0%	41.0%	
Maximum Green (s)	29.1	29.1		29.1	29.1		16.0	42.0		8.0	34.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	3.3	3.3		3.3	3.3		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.9	6.9		7.0	7.0		7.0	7.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2		3.0	0.2	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0		10.0	10.0			8.0			7.0	
Flash Dont Walk (s)	35.1	35.1		35.1	35.1			30.0			23.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	29.1	29.1		29.1	29.1		57.0	45.0		41.5	34.0	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.57	0.45		0.42	0.34	
v/c Ratio	0.03	0.72		0.05	1.03		1.02	0.56		0.48	1.07	
Control Delay	27.0	35.6		27.3	65.0		90.7	22.2		33.0	65.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.0	35.6		27.3	65.0		90.7	22.2		33.0	65.7	
LOS	C	D		C	E		F	C		C	E	
Approach Delay		35.5			64.8			37.5			64.0	
Approach LOS		D			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 80 (80%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 52.4		Intersection LOS: D	
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1004: Groesbeck Hwy & Utica Rd (Push Button)



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	2	572	114	6	567	499	308	1055	12	95	1654	11
Future Volume (veh/h)	2	572	114	6	567	499	308	1055	12	95	1654	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1811	1811	1811	1826	1826	1826
Adj Flow Rate, veh/h	2	614	122	6	609	536	353	1209	14	102	1776	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	6	6	6	5	5	5
Cap, veh/h	72	860	171	147	518	454	348	2116	25	281	1737	12
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.16	0.42	0.42	0.08	0.34	0.34
Sat Flow, veh/h	491	2956	586	716	1779	1559	1725	5038	58	1739	5108	35
Grp Volume(v), veh/h	2	369	367	6	603	542	353	791	432	102	1155	633
Grp Sat Flow(s),veh/h/ln	491	1777	1765	716	1763	1575	1725	1648	1801	1739	1662	1820
Q Serve(g_s), s	0.0	18.6	18.6	0.8	29.1	29.1	16.0	18.3	18.3	0.0	34.0	34.0
Cycle Q Clear(g_c), s	29.1	18.6	18.6	19.4	29.1	29.1	16.0	18.3	18.3	0.0	34.0	34.0
Prop In Lane	1.00		0.33	1.00		0.99	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	72	517	514	147	513	458	348	1384	756	281	1130	619
V/C Ratio(X)	0.03	0.71	0.72	0.04	1.18	1.18	1.01	0.57	0.57	0.36	1.02	1.02
Avail Cap(c_a), veh/h	72	517	514	147	513	458	348	1384	756	281	1130	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	31.7	31.7	40.4	35.5	35.5	40.3	22.1	22.1	37.0	33.0	33.0
Incr Delay (d2), s/veh	0.2	4.6	4.7	0.1	98.2	102.2	52.0	1.7	3.1	0.8	32.6	42.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.4	8.4	0.1	26.0	23.7	12.5	6.7	7.7	2.3	17.6	20.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	36.3	36.4	40.5	133.7	137.7	92.3	23.8	25.3	37.7	65.6	75.0
LnGrp LOS	D	D	D	D	F	F	F	C	C	D	F	F
Approach Vol, veh/h		738			1151			1576			1890	
Approach Delay, s/veh		36.4			135.1			39.6			67.3	
Approach LOS		D			F			D			E	

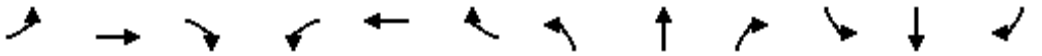
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	49.0		36.0	23.0	41.0		36.0				
Change Period (Y+Rc), s	* 7	* 7		* 6.9	* 7	* 7		* 6.9				
Max Green Setting (Gmax), s	* 8	* 42		* 29	* 16	* 34		* 29				
Max Q Clear Time (g_c+I1), s	2.0	0.0		31.1	18.0	0.0		31.1				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		69.4	
HCM 6th LOS		E	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

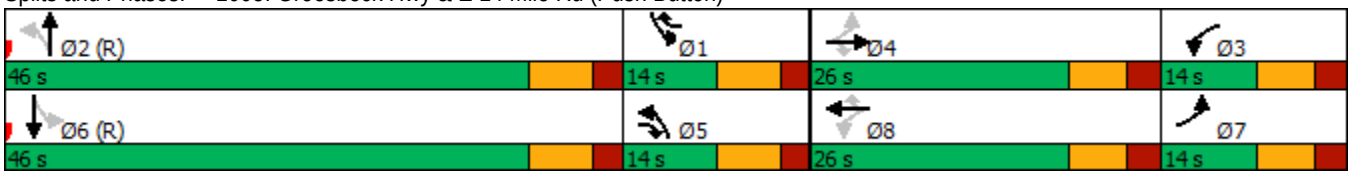


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	359	171	209	385	209	166	882	62	9	1409	98
Future Volume (vph)	165	359	171	209	385	209	166	882	62	9	1409	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		190	500		210	500		0	500		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt		0.993	0.850		0.989	0.850		0.990			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3270	1400	1719	3257	1400	1703	4840	0	1703	4844	0
Flt Permitted	0.289			0.271			0.103			0.162		
Satd. Flow (perm)	523	3270	1400	490	3257	1400	185	4840	0	290	4844	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	118		7	118		13			13	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2921			1459			3140			564	
Travel Time (s)		44.3			22.1			42.8			7.7	
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.90	0.90	0.90	0.83	0.83	0.83	0.94	0.94	0.94
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	213	464	221	237	436	237	204	1084	76	10	1529	106
Shared Lane Traffic (%)			10%			15%						
Lane Group Flow (vph)	213	486	199	237	472	201	204	1160	0	10	1635	0
Enter Blocked Intersection	1 veh	No	No	2 veh	No	No	2 veh	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	18		9	18		9	18		9
Number of Detectors	1	1	1	1	1	1	1	0		1	0	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	20	25	25	20	25	0		25	0	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	14.0	12.0	12.0	14.0	12.0	12.0	38.0		12.0	38.0	
Total Split (s)	14.0	26.0	14.0	14.0	26.0	14.0	14.0	46.0		14.0	46.0	
Total Split (%)	14.0%	26.0%	14.0%	14.0%	26.0%	14.0%	14.0%	46.0%		14.0%	46.0%	
Maximum Green (s)	7.2	19.2	7.0	7.2	19.2	7.0	7.0	39.0		7.0	39.0	
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7		4.7	4.7	
All-Red Time (s)	2.5	2.5	2.3	2.5	2.5	2.3	2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.8	7.0	7.0	7.0		7.0	7.0	
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.2		3.0	0.2	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		10.0			10.0			7.0			7.0	
Flash Dont Walk (s)		27.2			27.2			24.0			24.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	26.6	18.1	31.9	26.2	17.9	31.7	46.0	39.0		46.0	39.0	
Actuated g/C Ratio	0.27	0.18	0.32	0.26	0.18	0.32	0.46	0.39		0.46	0.39	
v/c Ratio	0.88	0.82	0.38	1.03	0.80	0.38	1.07	0.61		0.04	0.86	
Control Delay	73.3	51.0	13.1	107.5	49.8	13.2	122.0	24.8		12.8	33.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	73.3	51.0	13.1	107.5	49.8	13.2	122.0	24.8		12.8	33.6	
LOS	E	D	B	F	D	B	F	C		B	C	
Approach Delay		47.9			56.8			39.4			33.5	
Approach LOS		D			E			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 80 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 42.2		Intersection LOS: D	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1005: Groesbeck Hwy & E 14 Mile Rd (Push Button)



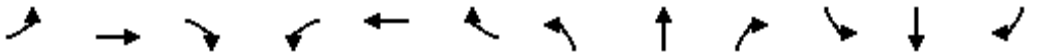
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	378	13	12	430	203	7	293	24	239	315	172
Future Volume (vph)	126	378	13	12	430	203	7	293	24	239	315	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	500		200	130		0	325		170
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00					0.99	1.00					0.99
Frt		0.995				0.850		0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3487	0	1736	3471	1553	1719	3400	0	1736	3471	1553
Flt Permitted	0.388			0.486			0.540			0.317		
Satd. Flow (perm)	715	3487	0	888	3471	1530	976	3400	0	579	3471	1532
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				223		9				193
Link Speed (mph)		35			35			30			40	
Link Distance (ft)		838			1009			277			448	
Travel Time (s)		16.3			19.7			6.3			7.6	
Confl. Peds. (#/hr)	2					2	1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.84	0.84	0.84	0.91	0.91	0.91
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	5%	5%	5%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	149	448	15	13	472	223	9	356	29	268	353	193
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	463	0	13	472	223	9	385	0	268	353	193
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	18		9
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left	Thru		Left		Right		Thru		Left	Thru	Right
Leading Detector (ft)	25	25		25	25	25	25	25		25	25	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	8		7	4	5	1	6		5	2	3
Permitted Phases	8			4		4	6			2		2
Detector Phase	3	8		7	4	5	1	6		5	2	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	12.0		3.0	12.0	3.0	3.0	6.0		3.0	6.0	3.0
Minimum Split (s)	9.5	18.0		9.5	18.0	9.5	9.5	13.0		9.5	13.0	9.5
Total Split (s)	12.0	33.0		12.0	33.0	18.0	18.0	57.0		18.0	57.0	12.0
Total Split (%)	10.0%	27.5%		10.0%	27.5%	15.0%	15.0%	47.5%		15.0%	47.5%	10.0%
Maximum Green (s)	6.0	27.0		6.0	27.0	11.5	11.5	50.5		11.5	50.5	6.0
Yellow Time (s)	3.6	3.6		3.6	3.6	4.0	4.0	4.0		4.0	4.0	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4	2.5	2.5	2.5		2.5	2.5	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.5	6.5	6.5		6.5	6.5	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0		1.0	3.0	1.0	1.0	3.0		1.0	3.0	1.0
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			20.0			17.5			16.5	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	70.5	66.4		60.1	56.1	67.1	23.0	19.0		37.0	34.7	43.6
Actuated g/C Ratio	0.59	0.55		0.50	0.47	0.56	0.19	0.16		0.31	0.29	0.36
v/c Ratio	0.30	0.24		0.03	0.29	0.23	0.04	0.71		0.93	0.35	0.28
Control Delay	19.0	16.3		12.4	21.4	2.3	35.4	61.8		73.7	35.0	4.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	19.0	16.3		12.4	21.4	2.3	35.4	61.8		73.7	35.0	4.1
LOS	B	B		B	C	A	D	E		E	D	A
Approach Delay		17.0			15.2			61.2			40.4	
Approach LOS		B			B			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 106 (88%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 30.9		Intersection LOS: C	
Intersection Capacity Utilization 73.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button)

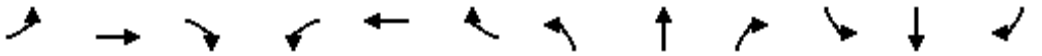




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	378	13	12	430	203	7	293	24	239	315	172
Future Volume (veh/h)	126	378	13	12	430	203	7	293	24	239	315	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1826	1826	1826	1841	1841	1841
Adj Flow Rate, veh/h	149	448	15	13	472	223	8	356	29	268	353	193
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.84	0.84	0.84	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	4	4	4	5	5	5	4	4	4
Cap, veh/h	471	1919	64	541	1784	944	184	441	36	256	790	430
Arrive On Green	0.10	1.00	1.00	0.01	0.51	0.51	0.01	0.14	0.14	0.10	0.23	0.23
Sat Flow, veh/h	1767	3481	116	1753	3497	1558	1739	3249	263	1753	3497	1558
Grp Volume(v), veh/h	149	227	236	13	472	223	8	189	196	268	353	193
Grp Sat Flow(s),veh/h/ln	1767	1763	1834	1753	1749	1558	1739	1735	1778	1753	1749	1558
Q Serve(g_s), s	5.0	0.0	0.0	0.4	9.2	7.9	0.5	12.7	12.8	11.5	10.4	12.3
Cycle Q Clear(g_c), s	5.0	0.0	0.0	0.4	9.2	7.9	0.5	12.7	12.8	11.5	10.4	12.3
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	471	972	1011	541	1784	944	184	236	242	256	790	430
V/C Ratio(X)	0.32	0.23	0.23	0.02	0.26	0.24	0.04	0.80	0.81	1.05	0.45	0.45
Avail Cap(c_a), veh/h	471	972	1011	614	1784	944	341	730	748	256	1472	734
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	0.0	0.0	14.0	16.7	10.9	44.4	50.3	50.3	44.0	40.0	35.9
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.0	0.4	0.6	0.0	6.3	6.4	68.5	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.1	0.2	3.7	2.8	0.2	5.9	6.1	7.0	4.5	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.5	0.5	14.0	17.0	11.5	44.4	56.6	56.8	112.6	40.4	36.6
LnGrp LOS	B	A	A	B	B	B	D	E	E	F	D	D
Approach Vol, veh/h		612			708			393			814	
Approach Delay, s/veh		3.4			15.2			56.4			63.3	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	33.6	12.0	67.2	18.0	22.8	7.1	72.1
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	11.5	50.5	6.0	27.0	11.5	50.5	6.0	27.0
Max Q Clear Time (g_c+I1), s	2.5	14.3	7.0	11.2	13.5	14.8	2.4	2.0
Green Ext Time (p_c), s	0.0	1.9	0.0	2.3	0.0	1.2	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

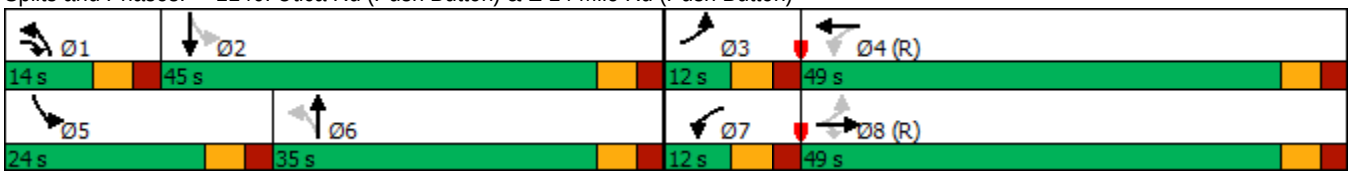


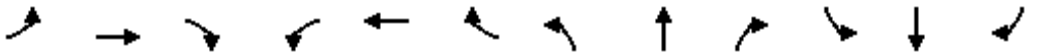
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	338	62	53	385	179	67	659	11	166	898	119
Future Volume (vph)	111	338	62	53	385	179	67	659	11	166	898	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		180	250		0	175		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00		0.99	1.00	1.00							
Frt			0.850		0.952			0.997			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1719	3259	0	1736	3461	0	1770	3476	0
Flt Permitted	0.292			0.496			0.115			0.145		
Satd. Flow (perm)	538	3505	1547	897	3259	0	210	3461	0	270	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139		71			1			13	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1657			838			570			1233	
Travel Time (s)		32.3			16.3			11.1			24.0	
Confl. Peds. (#/hr)	1		1	1		1						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	127	387	71	60	436	203	77	755	13	182	985	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	387	71	60	639	0	77	768	0	182	1116	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes						Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	25	25	25		25	25		25	25	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	12.1	9.5	9.5	12.1		9.5	12.1		9.5	12.1	
Total Split (s)	12.0	49.0	14.0	12.0	49.0		14.0	35.0		24.0	45.0	
Total Split (%)	10.0%	40.8%	11.7%	10.0%	40.8%		11.7%	29.2%		20.0%	37.5%	
Maximum Green (s)	5.9	42.9	7.9	5.9	42.9		7.9	28.9		17.9	38.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1		6.1	6.1		6.1	6.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	3.0	1.0	1.0	3.0		1.0	3.0		1.0	3.0	
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		Min	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		16.9			20.9			22.9			20.9	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	50.6	45.9	52.2	48.7	43.4		41.0	34.7		51.1	40.1	
Actuated g/C Ratio	0.42	0.38	0.44	0.41	0.36		0.34	0.29		0.43	0.33	
v/c Ratio	0.45	0.29	0.09	0.15	0.52		0.51	0.77		0.70	0.95	
Control Delay	18.9	18.5	0.3	9.4	16.9		53.3	60.0		31.6	53.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.9	18.5	0.3	9.4	16.9		53.3	60.0		31.6	53.7	
LOS	B	B	A	A	B		D	E		C	D	
Approach Delay		16.4			16.2			59.4			50.6	
Approach LOS		B			B			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 108 (90%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 39.9		Intersection LOS: D	
Intersection Capacity Utilization 81.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	338	62	53	385	179	67	659	11	166	898	119
Future Volume (veh/h)	111	338	62	53	385	179	67	659	11	166	898	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1826	1826	1826	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	127	387	71	60	436	203	77	755	13	182	985	131
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	5	5	5	4	4	4	2	2	2
Cap, veh/h	386	1395	691	409	874	403	144	989	17	274	1022	136
Arrive On Green	0.05	0.40	0.40	0.07	0.76	0.76	0.04	0.28	0.28	0.03	0.11	0.11
Sat Flow, veh/h	1767	3526	1571	1739	2305	1063	1753	3518	61	1781	3153	419
Grp Volume(v), veh/h	127	387	71	60	327	312	77	375	393	182	555	561
Grp Sat Flow(s),veh/h/ln	1767	1763	1571	1739	1735	1634	1753	1749	1830	1781	1777	1795
Q Serve(g_s), s	5.3	8.9	3.2	2.5	8.8	8.9	3.7	23.6	23.6	8.4	37.3	37.4
Cycle Q Clear(g_c), s	5.3	8.9	3.2	2.5	8.8	8.9	3.7	23.6	23.6	8.4	37.3	37.4
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.03	1.00		0.23
Lane Grp Cap(c), veh/h	386	1395	691	409	658	620	144	491	514	274	576	582
V/C Ratio(X)	0.33	0.28	0.10	0.15	0.50	0.50	0.54	0.76	0.76	0.66	0.96	0.96
Avail Cap(c_a), veh/h	386	1395	691	438	658	620	182	491	514	385	576	582
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	24.6	19.7	21.0	10.1	10.1	33.3	39.5	39.5	31.3	52.9	52.9
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.1	2.6	2.8	1.2	7.0	6.7	1.0	28.4	28.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.8	1.2	1.0	2.9	2.8	1.6	10.9	11.4	3.9	22.3	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	25.1	20.0	21.0	12.6	12.9	34.4	46.5	46.2	32.3	81.3	81.3
LnGrp LOS	C	C	C	C	B	B	C	D	D	C	F	F
Approach Vol, veh/h		585			699			845			1298	
Approach Delay, s/veh		23.7			13.5			45.2			74.5	
Approach LOS		C			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	45.0	12.0	51.6	16.6	39.8	10.0	53.6
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	7.9	38.9	5.9	42.9	17.9	28.9	5.9	42.9
Max Q Clear Time (g_c+I1), s	5.7	39.4	7.3	10.9	10.4	25.6	4.5	10.9
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.1	1.0	0.0	1.6

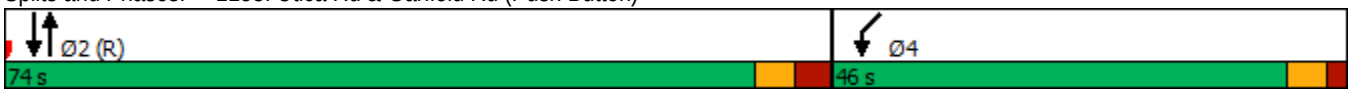
Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D

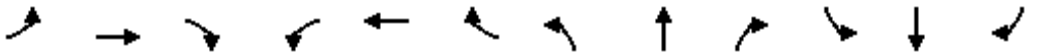
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	716	0	0	1001	293	0
Future Volume (vph)	716	0	0	1001	293	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	3471	0	0	3505	1736	0
Flt Permitted					0.950	
Satd. Flow (perm)	3471	0	0	3505	1736	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	30	
Link Distance (ft)	132			95	123	
Travel Time (s)	2.6			1.9	2.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.80	0.80	0.81	0.81
Growth Factor	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	4%	4%	3%	3%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	794	0	0	1276	369	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	794	0	0	1276	369	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		20	9
Number of Detectors	1			1	1	
Detector Template	Thru			Thru	Left	
Leading Detector (ft)	25			25	25	
Trailing Detector (ft)	0			0	0	
Turn Type	NA			NA	Prot	
Protected Phases	2			2	4	
Permitted Phases						
Detector Phase	2			2	4	
Switch Phase						

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	6.0			6.0	6.0	
Minimum Split (s)	25.1			25.1	12.0	
Total Split (s)	74.0			74.0	46.0	
Total Split (%)	61.7%			61.7%	38.3%	
Maximum Green (s)	66.9			66.9	40.4	
Yellow Time (s)	3.6			3.6	3.6	
All-Red Time (s)	3.5			3.5	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	7.1			7.1	5.6	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	0.2			0.2	0.2	
Minimum Gap (s)	0.2			0.2	0.2	
Time Before Reduce (s)	0.0			0.0	0.0	
Time To Reduce (s)	0.0			0.0	0.0	
Recall Mode	Max			Max	Max	
Walk Time (s)	5.0			5.0	5.0	
Flash Dont Walk (s)	6.9			6.9	11.4	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	66.9			66.9	40.4	
Actuated g/C Ratio	0.56			0.56	0.34	
v/c Ratio	0.41			0.65	0.63	
Control Delay	1.1			27.7	54.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	1.1			27.7	54.4	
LOS	A			C	D	
Approach Delay	1.1			27.7	54.4	
Approach LOS	A			C	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 41 (34%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 23.1		Intersection LOS: C	
Intersection Capacity Utilization 89.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1158: Utica Rd & Garfield Rd (Push Button)



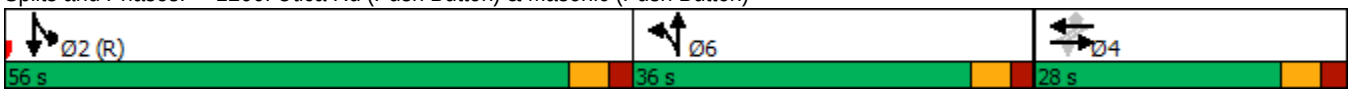


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	83	40	12	75	125	48	820	9	113	1139	22
Future Volume (vph)	63	83	40	12	75	125	48	820	9	113	1139	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		0	500		132	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	155			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99		1.00								
Frt		0.951				0.850		0.998			0.997	
Flt Protected	0.950			0.950				0.997			0.996	
Satd. Flow (prot)	1736	1728	0	1752	1845	1568	0	3487	0	0	3480	0
Flt Permitted	0.702			0.460				0.997			0.996	
Satd. Flow (perm)	1282	1728	0	846	1845	1568	0	3487	0	0	3480	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		18						1			2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1050			1152			619			374	
Travel Time (s)		23.9			26.2			12.1			7.3	
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.90	0.90	0.90	0.95	0.95	0.95	0.89	0.89	0.89
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	81	107	52	14	85	142	52	880	10	130	1305	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	159	0	14	85	142	0	942	0	0	1460	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	18		9	18		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25	25	20	25		20	25	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		4			4		6	6		2	2	
Permitted Phases	4			4		4						
Detector Phase	4	4		4	4	4	6	6		2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	12.0	12.0		12.0	12.0	
Total Split (s)	28.0	28.0		28.0	28.0	28.0	36.0	36.0		56.0	56.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%	23.3%	30.0%	30.0%		46.7%	46.7%	
Maximum Green (s)	22.0	22.0		22.0	22.0	22.0	30.3	30.3		50.3	50.3	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	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		5.7			5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	Max	Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0	14.0	21.3	21.3		10.3	10.3	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)	14.2	14.2		14.2	14.2	14.2		30.3			58.1	
Actuated g/C Ratio	0.12	0.12		0.12	0.12	0.12		0.25			0.48	
v/c Ratio	0.54	0.73		0.14	0.39	0.77		1.07			0.87	
Control Delay	62.0	63.4		48.4	53.1	76.9		93.5			30.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	62.0	63.4		48.4	53.1	76.9		93.5			30.7	
LOS	E	E		D	D	E		F			C	
Approach Delay		62.9			66.8			93.5			30.7	
Approach LOS		E			E			F			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 87 (73%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 56.9		Intersection LOS: E	
Intersection Capacity Utilization 86.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1266: Utica Rd (Push Button) & Masonic (Push Button)



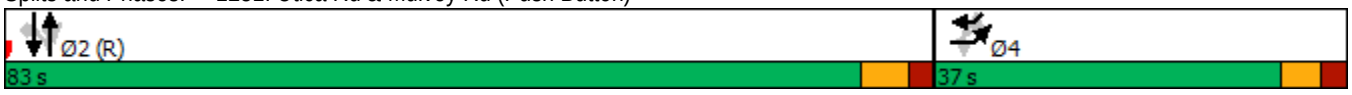


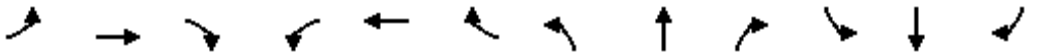
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	26	16	35	5	953	13	11	1109	19	72	21	17
Future Volume (vph)	26	16	35	5	953	13	11	1109	19	72	21	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		0	0	500		115	500		85	20	0	
Storage Lanes		1	0	1		1	1		1	1	1	
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00									0.98	
Frt		0.938				0.850			0.850		0.850	
Flt Protected		0.974		0.950			0.950			0.950		
Satd. Flow (prot)	0	1702	0	1736	3471	1553	1770	3539	1583	1770	1583	0
Flt Permitted		0.868		0.193			0.258			0.671		
Satd. Flow (perm)	0	1514	0	353	3471	1553	481	3539	1583	1250	1559	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				27			27		32	
Link Speed (mph)		25			35			35		25		
Link Distance (ft)		1070			999			1047		1199		
Travel Time (s)		29.2			19.5			20.4		32.7		
Confl. Peds. (#/hr)	3											3
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.84	0.84	0.94	0.94	0.94	0.89	0.89	0.89	0.60	0.60	0.60
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Adj. Flow (vph)	32	19	43	5	1034	14	13	1271	22	122	36	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	0	5	1034	14	13	1271	22	122	65	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			12			12		12		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Left		Left	Thru	Right	Left	Thru	Right	Left	Right	
Leading Detector (ft)	20	25		25	25	25	25	25	25	25	25	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Turn Type	D.Pm	Prot		Perm	NA	Perm	Perm	NA	Perm	D.Pm	Over	
Protected Phases		4			2			2			4	
Permitted Phases	4			2		2	2		2	4	4	
Detector Phase	4	4		2	2	2	2	2	2	4	4	
Switch Phase												

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	15.0	15.0		10.0	10.0	10.0	10.0	10.0	10.0	15.0	15.0	
Minimum Split (s)	21.0	21.0		27.0	27.0	27.0	27.0	27.0	27.0	21.0	21.0	
Total Split (s)	37.0	37.0		83.0	83.0	83.0	83.0	83.0	83.0	37.0	37.0	
Total Split (%)	30.8%	30.8%		69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	
Maximum Green (s)	31.0	31.0		76.5	76.5	76.5	76.5	76.5	76.5	31.0	31.0	
Yellow Time (s)	3.5	3.5		4.3	4.3	4.3	4.3	4.3	4.3	3.5	3.5	
All-Red Time (s)	2.5	2.5		2.2	2.2	2.2	2.2	2.2	2.2	2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0		6.5	6.5	6.5	6.5	6.5	6.5	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	25.0	25.0		15.5	15.5	15.5	15.5	15.5	15.5	25.0	25.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	
Act Effct Green (s)		16.6		90.9	90.9	90.9	90.9	90.9	90.9	16.6	16.6	
Actuated g/C Ratio		0.14		0.76	0.76	0.76	0.76	0.76	0.76	0.14	0.14	
v/c Ratio		0.39		0.02	0.39	0.01	0.04	0.47	0.02	0.71	0.26	
Control Delay		35.1		1.0	1.2	0.0	4.5	6.4	1.4	71.0	28.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		35.1		1.0	1.2	0.0	4.5	6.4	1.4	71.0	28.6	
LOS		D		A	A	A	A	A	A	E	C	
Approach Delay		35.1			1.2			6.3		56.3		
Approach LOS		D			A			A		E		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 105 (88%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 8.9		Intersection LOS: A	
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1281: Utica Rd & Mulvey Rd (Push Button)





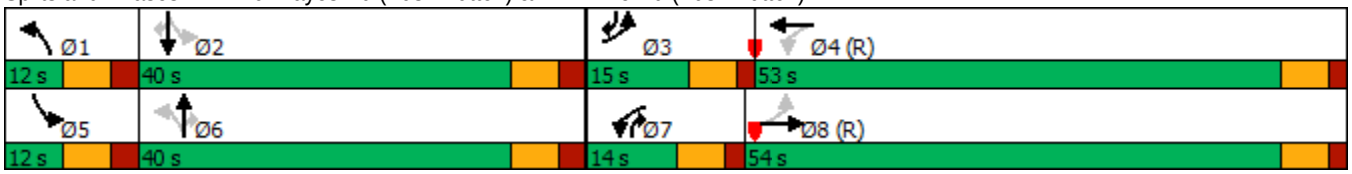
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	268	59	3	363	38	49	346	88	18	607	47
Future Volume (vph)	1	268	59	3	363	38	49	346	88	18	607	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		0	500		0	150		133	200		300
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00				0.98			0.99
Frt		0.973			0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3331	0	1736	3415	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.419			0.463			0.098			0.320		
Satd. Flow (perm)	757	3331	0	845	3415	0	183	1863	1553	596	1863	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			11				89			89
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1276			2865			1075			1095	
Travel Time (s)		19.3			43.4			24.4			24.9	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.84	0.84	0.84	0.85	0.85	0.85	0.91	0.91	0.91
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	346	76	4	441	46	59	415	106	20	680	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	422	0	4	487	0	59	415	106	20	680	53
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.85	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	25	25		25	25		25	25	25	25	25	25
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	3	8		7	4		1	6	7	5	2	3
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	7	5	2	3
Switch Phase												

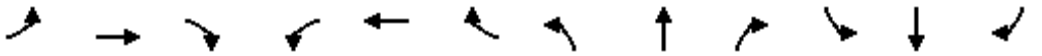
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	6.0	3.0	3.0	6.0	3.0
Minimum Split (s)	9.5	12.0		9.5	12.0		9.8	13.0	9.5	9.8	13.0	9.5
Total Split (s)	15.0	54.0		14.0	53.0		12.0	40.0	14.0	12.0	40.0	15.0
Total Split (%)	12.5%	45.0%		11.7%	44.2%		10.0%	33.3%	11.7%	10.0%	33.3%	12.5%
Maximum Green (s)	9.0	48.0		8.0	47.0		5.2	33.2	8.0	5.2	33.2	9.0
Yellow Time (s)	4.3	4.3		4.3	4.3		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.7	1.7		1.7	1.7		2.5	2.5	1.7	2.5	2.5	1.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.8	6.8	6.0	6.8	6.8	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	3.0		0.2	3.0		0.2	3.0	0.2	0.2	3.0	0.2
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Min	C-Max		None	C-Max		None	None	None	None	None	Min
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		15.0			15.0			14.2			14.2	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	55.9	52.9		56.1	53.0		42.8	40.7	44.5	38.9	35.8	39.6
Actuated g/C Ratio	0.47	0.44		0.47	0.44		0.36	0.34	0.37	0.32	0.30	0.33
v/c Ratio	0.00	0.28		0.01	0.32		0.47	0.66	0.17	0.09	1.23	0.09
Control Delay	14.0	20.7		12.0	15.7		36.9	41.1	7.7	24.8	153.8	1.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	20.7		12.0	15.7		36.9	41.1	7.7	24.8	153.8	1.7
LOS	B	C		B	B		D	D	A	C	F	A
Approach Delay		20.6			15.7			34.6			139.6	
Approach LOS		C			B			C			F	

Intersection Summary		
Area Type:	Other	
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 37 (31%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green		
Natural Cycle: 80		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.23		
Intersection Signal Delay: 63.0	Intersection LOS: E	
Intersection Capacity Utilization 68.9%	ICU Level of Service C	
Analysis Period (min) 15		

* User Entered Value

Splits and Phases: 1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button)





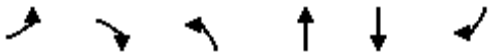
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	268	59	3	363	38	49	346	88	18	607	47
Future Volume (veh/h)	1	268	59	3	363	38	49	346	88	18	607	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	346	76	4	441	46	59	415	106	20	680	53
Peak Hour Factor	0.79	0.79	0.79	0.84	0.84	0.84	0.85	0.85	0.85	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	4	4	4	2	2	2	2	2	2
Cap, veh/h	425	1338	290	443	1440	150	122	559	477	169	517	476
Arrive On Green	0.03	0.47	0.47	0.00	0.45	0.45	0.03	0.30	0.30	0.01	0.28	0.28
Sat Flow, veh/h	1739	2834	615	1753	3197	332	1781	1870	1579	1781	1870	1578
Grp Volume(v), veh/h	1	210	212	4	240	247	59	415	106	20	680	53
Grp Sat Flow(s),veh/h/ln	1739	1735	1714	1753	1749	1781	1781	1870	1579	1781	1870	1578
Q Serve(g_s), s	0.0	8.7	8.9	0.1	10.5	10.6	2.8	24.0	6.0	1.0	33.2	2.9
Cycle Q Clear(g_c), s	0.0	8.7	8.9	0.1	10.5	10.6	2.8	24.0	6.0	1.0	33.2	2.9
Prop In Lane	1.00		0.36	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	425	819	810	443	788	802	122	559	477	169	517	476
V/C Ratio(X)	0.00	0.26	0.26	0.01	0.31	0.31	0.48	0.74	0.22	0.12	1.31	0.11
Avail Cap(c_a), veh/h	512	819	810	555	788	802	137	559	477	225	517	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	19.0	19.1	18.1	21.0	21.0	34.0	37.9	31.3	32.6	43.4	30.3
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.0	1.0	1.0	1.1	5.3	0.2	0.1	154.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	3.6	0.1	4.3	4.4	1.3	11.7	2.3	0.4	37.4	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	19.8	19.9	18.1	22.0	22.0	35.1	43.1	31.5	32.7	198.0	30.4
LnGrp LOS	B	B	B	B	C	C	D	D	C	C	F	C
Approach Vol, veh/h		423			491			580			753	
Approach Delay, s/veh		19.8			22.0			40.2			181.9	
Approach LOS		B			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	40.0	9.0	60.0	8.3	42.7	6.4	62.7
Change Period (Y+Rc), s	6.8	6.8	* 6	* 6	6.8	6.8	* 6	* 6
Max Green Setting (Gmax), s	5.2	33.2	* 9	* 47	5.2	33.2	* 8	* 48
Max Q Clear Time (g_c+I1), s	4.8	35.2	2.0	12.6	3.0	26.0	2.1	10.9
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.0	1.1	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	79.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	28	1	10	706	1000	13
Future Volume (vph)	28	1	10	706	1000	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.996				0.998	
Flt Protected	0.954			0.999		
Satd. Flow (prot)	1770	0	0	3470	3499	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1770	0	0	3470	3499	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	1161			95	1408	
Travel Time (s)	31.7			1.9	27.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.79	0.79	0.86	0.86
Growth Factor	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	2%	2%	0%	4%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	35	1	13	912	1186	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	925	1201	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	1	10	706	1000	13
Future Vol, veh/h	28	1	10	706	1000	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	79	79	86	86
Heavy Vehicles, %	2	2	0	4	3	0
Mvmt Flow	35	1	13	912	1186	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1676	601	1201	0	-	0
Stage 1	1194	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.1	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.2	-	-	-
Pot Cap-1 Maneuver	86	443	588	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	82	443	588	-	-	-
Mov Cap-2 Maneuver	82	-	-	-	-	-
Stage 1	239	-	-	-	-	-
Stage 2	587	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	77.4	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	588	-	84	-	-
HCM Lane V/C Ratio	0.022	-	0.435	-	-
HCM Control Delay (s)	11.3	0.2	77.4	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-

1004: Groesbeck Hwy & Utica Rd (Push Button) Performance by movement

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	3.6	0.1	0.2	0.0	0.0	0.0	2.4	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	770.4	31.4	20.7	66.2	59.6	77.4	60.7	20.3	9.9	46.0	43.1	40.4

1004: Groesbeck Hwy & Utica Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	43.1

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	2.9	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	157.7	41.2	16.5	57.3	54.3	51.9	80.4	15.3	4.6	48.8	31.5	15.8

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	39.3

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.9	17.5	11.9	18.4	22.2	5.6	36.1	51.1	13.3	51.0	29.2	4.9

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	26.3

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	21.1	14.6	4.6	16.3	15.3	11.1	52.1	59.3	52.7	30.2	39.6	35.2

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	34.2

1158: Utica Rd & Garfield Rd (Push Button) Performance by movement

Movement	NBT	SBT	SWL	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.1
Total Del/Veh (s)	1.1	6.5	17.3	6.2

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.3	0.4	3.5	0.5	3.5	0.0	0.0	0.0	0.0	0.4	0.0
Total Del/Veh (s)	69.9	46.6	29.3	56.2	46.2	48.2	93.6	99.5	93.8	27.5	30.1	28.3

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	56.2

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Denied Del/Veh (s)	0.1	0.2	0.2	0.0	0.0	0.1	2.5	0.2	2.5	3.1	0.4	0.3
Total Del/Veh (s)	44.2	47.5	23.8	14.9	3.5	2.6	20.5	6.3	2.2	53.9	38.4	19.8

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	7.9

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.5	0.1	0.1	0.3	0.0	0.0	3.3	0.7	3.4	125.9	113.5	120.3
Total Del/Veh (s)	9.5	16.6	10.9	17.0	20.2	15.1	42.4	32.5	9.3	159.5	174.1	117.1

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	41.5
Total Del/Veh (s)	74.8

9022: Utica Rd & Admiral St (Push Button) Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.5	14.0	8.8	0.3	24.8	25.8	14.8

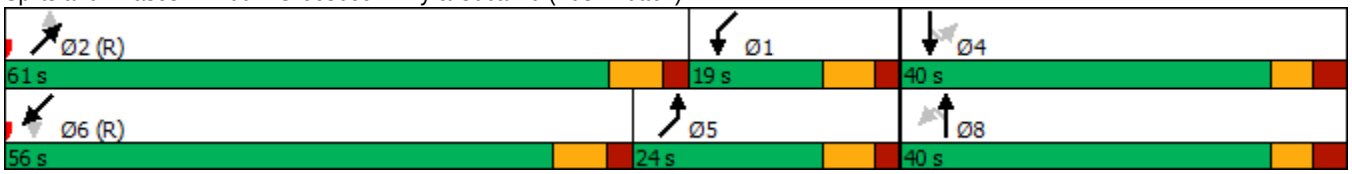
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	599	126	17	576	328	475	1781	15	154	1075	13
Future Volume (vph)	0	599	126	17	576	328	475	1781	15	154	1075	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	230		0	500		0	500		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00				
Frt		0.974			0.946			0.999			0.998	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	1863	3447	0	1770	3348	0	1752	5030	0	1736	4978	0
Flt Permitted				0.121			0.155			0.082		
Satd. Flow (perm)	1863	3447	0	225	3348	0	286	5030	0	150	4978	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			92			1			2	
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		1003			1650			1203			2487	
Travel Time (s)		19.5			32.1			16.4			33.9	
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.89	0.89	0.89	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	710	149	19	632	360	544	2041	17	171	1192	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	859	0	19	992	0	544	2058	0	171	1206	0
Enter Blocked Intersection	No	No	No	No	No	No	2 veh	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	*0.90	*0.90	*0.80	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	18		9	18		12	18		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25		25	0		25	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		12.0	45.0		12.0	37.0	
Total Split (s)	40.0	40.0		40.0	40.0		24.0	61.0		19.0	56.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		20.0%	50.8%		15.8%	46.7%	
Maximum Green (s)	33.1	33.1		33.1	33.1		17.0	54.0		12.0	49.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	3.3	3.3		3.3	3.3		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.9	6.9		7.0	7.0		7.0	7.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2		3.0	0.2	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0		10.0	10.0			8.0			7.0	
Flash Dont Walk (s)	35.1	35.1		35.1	35.1			30.0			23.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		33.1		33.1	33.1		71.0	54.0		61.0	49.0	
Actuated g/C Ratio		0.28		0.28	0.28		0.59	0.45		0.51	0.41	
v/c Ratio		0.89		0.31	1.00		1.45	0.91		0.73	0.59	
Control Delay		53.2		20.2	26.1		246.8	37.9		37.3	48.0	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		53.2		20.2	26.1		246.8	37.9		37.3	48.0	
LOS		D		C	C		F	D		D	D	
Approach Delay		53.2			26.0			81.5			46.7	
Approach LOS		D			C			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 5 (4%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay: 59.6		Intersection LOS: E	
Intersection Capacity Utilization 92.7%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1004: Groesbeck Hwy & Utica Rd (Push Button)





Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	599	126	17	576	328	475	1781	15	154	1075	13
Future Volume (veh/h)	0	599	126	17	576	328	475	1781	15	154	1075	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	0	710	149	19	632	360	544	2041	17	171	1192	14
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.89	0.89	0.89	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	4	4	4
Cap, veh/h	60	806	169	88	602	343	416	2332	19	245	2091	25
Arrive On Green	0.00	0.28	0.28	0.09	0.09	0.09	0.14	0.45	0.45	0.10	0.41	0.41
Sat Flow, veh/h	568	2924	613	643	2181	1242	1767	5182	43	1753	5120	60
Grp Volume(v), veh/h	0	431	428	19	515	477	544	1330	728	171	780	426
Grp Sat Flow(s),veh/h/ln	568	1777	1760	643	1777	1647	1767	1689	1848	1753	1675	1830
Q Serve(g_s), s	0.0	27.9	27.9	3.5	33.1	33.1	17.0	42.9	42.9	6.4	21.5	21.6
Cycle Q Clear(g_c), s	0.0	27.9	27.9	31.4	33.1	33.1	17.0	42.9	42.9	6.4	21.5	21.6
Prop In Lane	1.00		0.35	1.00		0.75	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	60	490	485	88	490	454	416	1520	831	245	1368	747
V/C Ratio(X)	0.00	0.88	0.88	0.22	1.05	1.05	1.31	0.88	0.88	0.70	0.57	0.57
Avail Cap(c_a), veh/h	60	490	485	88	490	454	416	1520	831	245	1368	747
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	41.6	41.6	67.7	54.5	54.5	44.6	29.9	30.0	50.0	27.4	27.4
Incr Delay (d2), s/veh	0.0	16.7	16.9	1.2	54.5	56.1	155.5	7.3	12.5	8.3	1.7	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.2	14.2	0.6	23.2	21.7	29.1	17.5	20.3	5.1	8.4	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	58.3	58.5	68.9	109.1	110.6	200.2	37.3	42.4	58.3	29.1	30.5
LnGrp LOS	A	E	E	E	F	F	F	D	D	E	C	C
Approach Vol, veh/h		859			1011			2602			1377	
Approach Delay, s/veh		58.4			109.1			72.8			33.2	
Approach LOS		E			F			E			C	

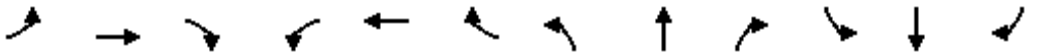
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	61.0		40.0	24.0	56.0		40.0				
Change Period (Y+Rc), s	* 7	* 7		* 6.9	* 7	* 7		* 6.9				
Max Green Setting (Gmax), s	* 12	* 54		* 33	* 17	* 49		* 33				
Max Q Clear Time (g_c+I1), s	8.4	0.0		35.1	19.0	0.0		29.9				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		67.6	
HCM 6th LOS		E	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



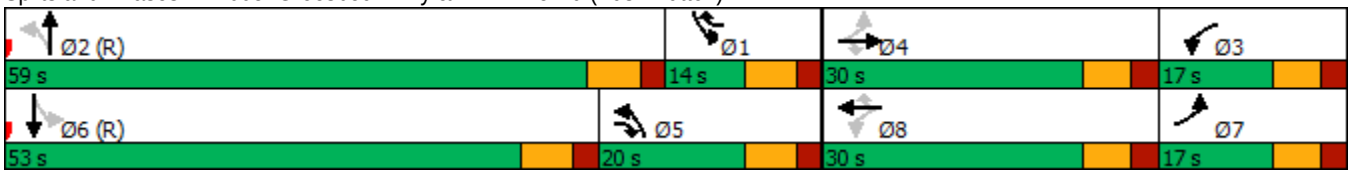
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	566	138	64	394	64	223	1322	212	79	1062	157
Future Volume (vph)	88	566	138	64	394	64	223	1322	212	79	1062	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		190	500		210	500		0	500		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.996	0.850		0.998	0.850		0.979			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3344	1427	1752	3351	1427	1752	4930	0	1752	4940	0
Flt Permitted	0.294			0.193			0.119			0.081		
Satd. Flow (perm)	542	3344	1427	356	3351	1427	220	4930	0	149	4940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2	106		1	98		32			26	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2921			1459			3140			564	
Travel Time (s)		44.3			22.1			42.8			7.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93	0.91	0.91	0.91
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	100	641	156	73	452	73	245	1450	233	89	1190	176
Shared Lane Traffic (%)			10%			10%						
Lane Group Flow (vph)	100	657	140	73	459	66	245	1683	0	89	1366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.90	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	18		9	18		9	18		9	18		9
Number of Detectors	1	1	1	1	1	1	1	0		1	0	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	20	25	25	20	25	0		25	0	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	14.0	12.0	12.0	14.0	12.0	12.0	38.0		12.0	38.0	
Total Split (s)	17.0	30.0	20.0	17.0	30.0	14.0	20.0	59.0		14.0	53.0	
Total Split (%)	14.2%	25.0%	16.7%	14.2%	25.0%	11.7%	16.7%	49.2%		11.7%	44.2%	
Maximum Green (s)	10.2	23.2	13.0	10.2	23.2	7.0	13.0	52.0		7.0	46.0	
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7		4.7	4.7	
All-Red Time (s)	2.5	2.5	2.3	2.5	2.5	2.3	2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.8	7.0	7.0	7.0		7.0	7.0	
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.2		3.0	0.2	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		10.0			10.0			7.0			7.0	
Flash Dont Walk (s)		27.2			27.2			24.0			24.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	31.4	24.3	43.8	27.9	20.7	34.2	69.4	56.7		57.4	50.7	
Actuated g/C Ratio	0.26	0.20	0.36	0.23	0.17	0.28	0.58	0.47		0.48	0.42	
v/c Ratio	0.45	0.97	0.24	0.44	0.79	0.14	0.85	0.72		0.55	0.65	
Control Delay	41.6	84.8	19.3	47.1	58.0	2.8	48.1	9.4		45.1	29.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	41.6	84.8	19.3	47.1	58.0	2.8	48.1	9.4		45.1	29.4	
LOS	D	F	B	D	E	A	D	A		D	C	
Approach Delay		69.8			50.6			14.3			30.4	
Approach LOS		E			D			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 95 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 33.7		Intersection LOS: C	
Intersection Capacity Utilization 81.7%		ICU Level of Service D	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1005: Groesbeck Hwy & E 14 Mile Rd (Push Button)

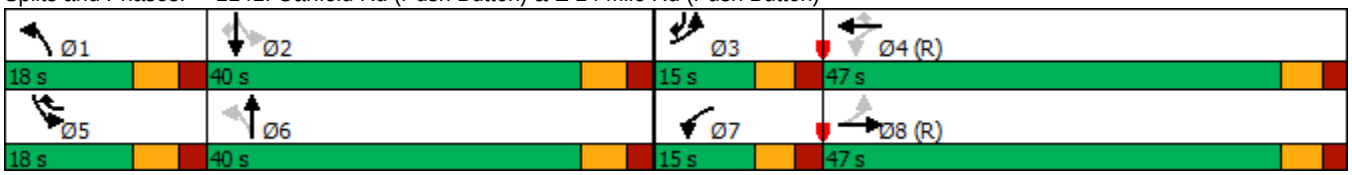


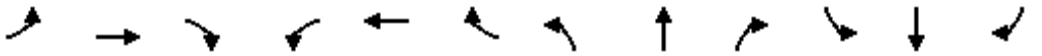
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	509	16	8	538	210	19	342	56	230	276	120
Future Volume (vph)	118	509	16	8	538	210	19	342	56	230	276	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	500		200	130		0	325		170
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00					0.99	1.00	1.00		1.00		0.99
Frt		0.995				0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3487	0	1770	3539	1583	1770	3458	0	1770	3539	1583
Flt Permitted	0.322			0.430			0.571			0.243		
Satd. Flow (perm)	593	3487	0	801	3539	1560	1063	3458	0	452	3539	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				226		15				129
Link Speed (mph)		35			35			30			40	
Link Distance (ft)		838			1009			277			448	
Travel Time (s)		16.3			19.7			6.3			7.6	
Confl. Peds. (#/hr)	2					2	1		2	2		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.95	0.95	0.95
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	132	571	18	9	596	233	22	396	65	247	296	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	589	0	9	596	233	22	461	0	247	296	129
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left	Thru		Left		Right		Thru		Left	Thru	Right
Leading Detector (ft)	25	25		25	25	25	25	25		25	25	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	8		7	4	5	1	6		5	2	3
Permitted Phases	8			4		4	6			2		2
Detector Phase	3	8		7	4	5	1	6		5	2	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	12.0		3.0	12.0	3.0	3.0	6.0		3.0	6.0	3.0
Minimum Split (s)	9.5	18.0		9.5	18.0	9.5	9.5	13.0		9.5	13.0	9.5
Total Split (s)	15.0	47.0		15.0	47.0	18.0	18.0	40.0		18.0	40.0	15.0
Total Split (%)	12.5%	39.2%		12.5%	39.2%	15.0%	15.0%	33.3%		15.0%	33.3%	12.5%
Maximum Green (s)	9.0	41.0		9.0	41.0	11.5	11.5	33.5		11.5	33.5	9.0
Yellow Time (s)	3.6	3.6		3.6	3.6	4.0	4.0	4.0		4.0	4.0	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4	2.5	2.5	2.5		2.5	2.5	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.5	6.5	6.5		6.5	6.5	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0		1.0	3.0	1.0	1.0	3.0		1.0	3.0	1.0
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			20.0			17.5			16.5	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	68.6	66.6		58.6	54.8	65.8	25.4	20.9		38.7	31.9	40.2
Actuated g/C Ratio	0.57	0.56		0.49	0.46	0.55	0.21	0.17		0.32	0.27	0.34
v/c Ratio	0.32	0.30		0.02	0.37	0.24	0.09	0.75		0.91	0.32	0.21
Control Delay	16.2	13.3		6.9	13.3	0.9	19.0	33.7		69.8	36.8	4.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	16.2	13.3		6.9	13.3	0.9	19.0	33.7		69.8	36.8	4.8
LOS	B	B		A	B	A	B	C		E	D	A
Approach Delay		13.8			9.8			33.1			42.8	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 104 (87%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 75.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button)

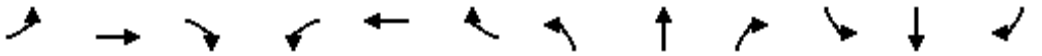




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	509	16	8	538	210	19	342	56	230	276	120
Future Volume (veh/h)	118	509	16	8	538	210	19	342	56	230	276	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	571	18	9	596	233	22	396	65	247	296	129
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	1856	58	473	1724	920	236	481	78	259	850	463
Arrive On Green	0.11	1.00	1.00	0.01	0.49	0.49	0.01	0.16	0.16	0.10	0.24	0.24
Sat Flow, veh/h	1767	3489	110	1781	3554	1583	1781	3057	498	1781	3554	1581
Grp Volume(v), veh/h	132	288	301	9	596	233	22	229	232	247	296	129
Grp Sat Flow(s),veh/h/ln	1767	1763	1836	1781	1777	1583	1781	1777	1778	1781	1777	1581
Q Serve(g_s), s	4.5	0.0	0.0	0.3	12.4	8.7	1.2	14.9	15.2	11.5	8.3	7.5
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.3	12.4	8.7	1.2	14.9	15.2	11.5	8.3	7.5
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	404	938	977	473	1724	920	236	280	280	259	850	463
V/C Ratio(X)	0.33	0.31	0.31	0.02	0.35	0.25	0.09	0.82	0.83	0.95	0.35	0.28
Avail Cap(c_a), veh/h	443	938	977	595	1724	920	382	496	496	259	992	526
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	15.6	19.1	12.3	41.7	48.9	49.0	41.4	37.9	32.7
Incr Delay (d2), s/veh	0.1	0.6	0.5	0.0	0.6	0.7	0.1	5.8	6.3	42.4	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.1	0.1	0.1	5.2	3.1	0.6	7.1	7.2	4.8	3.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	0.6	0.5	15.6	19.7	13.0	41.8	54.7	55.3	83.8	38.1	33.0
LnGrp LOS	B	A	A	B	B	B	D	D	E	F	D	C
Approach Vol, veh/h		721			838			483			672	
Approach Delay, s/veh		2.9			17.8			54.4			53.9	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	35.2	12.4	64.2	18.0	25.4	6.8	69.8
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	11.5	33.5	9.0	41.0	11.5	33.5	9.0	41.0
Max Q Clear Time (g_c+I1), s	3.2	10.3	6.5	14.4	13.5	17.2	2.3	2.0
Green Ext Time (p_c), s	0.0	1.4	0.0	3.2	0.0	1.3	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

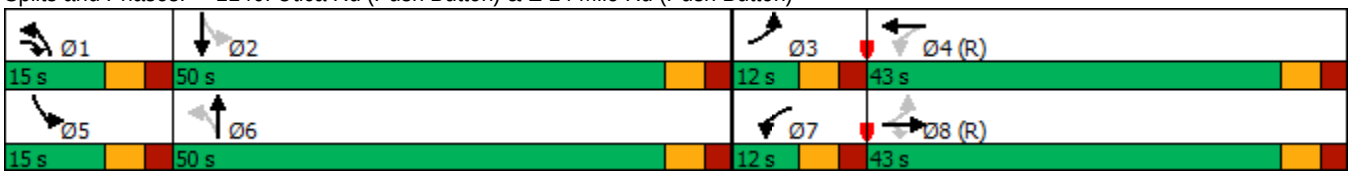


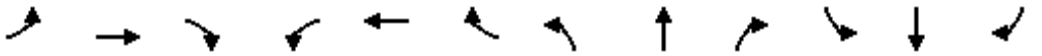
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	367	53	39	358	287	63	905	36	224	858	86
Future Volume (vph)	140	367	53	39	358	287	63	905	36	224	858	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		180	250		0	175		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				0.99			1.00		1.00	1.00	
Frt			0.850		0.933			0.994			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3280	0	1770	3516	0	1770	3485	0
Flt Permitted	0.209			0.482			0.127			0.088		
Satd. Flow (perm)	389	3539	1583	898	3280	0	237	3516	0	164	3485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			84		174			4			10	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1657			838			570			1233	
Travel Time (s)		32.3			16.3			11.1			24.0	
Confl. Peds. (#/hr)	2					2	3		3	3		3
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.91	0.91	0.91	0.93	0.93	0.93
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	157	411	59	43	397	318	71	1014	40	246	941	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	411	59	43	715	0	71	1054	0	246	1035	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes						Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		12	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	25	25	25		25	25		25	25	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	12.1	9.5	9.5	12.1		9.5	12.1		9.5	12.1	
Total Split (s)	12.0	43.0	15.0	12.0	43.0		15.0	50.0		15.0	50.0	
Total Split (%)	10.0%	35.8%	12.5%	10.0%	35.8%		12.5%	41.7%		12.5%	41.7%	
Maximum Green (s)	5.9	36.9	8.9	5.9	36.9		8.9	43.9		8.9	43.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1		6.1	6.1		6.1	6.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	3.0	1.0	1.0	3.0		1.0	3.0		1.0	3.0	
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		16.9			20.9			22.9			20.9	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	48.6	42.9	55.2	44.0	39.1		46.8	40.7		52.6	45.5	
Actuated g/C Ratio	0.40	0.36	0.46	0.37	0.33		0.39	0.34		0.44	0.38	
v/c Ratio	0.66	0.32	0.08	0.12	0.60		0.42	0.88		1.29	0.78	
Control Delay	63.0	53.1	12.3	6.9	5.9		19.3	21.0		186.5	35.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	63.0	53.1	12.3	6.9	5.9		19.3	21.0		186.5	35.7	
LOS	E	D	B	A	A		B	C		F	D	
Approach Delay		51.8			6.0			20.9			64.7	
Approach LOS		D			A			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 115 (96%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay: 37.8		Intersection LOS: D	
Intersection Capacity Utilization 89.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	367	53	39	358	287	63	905	36	224	858	86
Future Volume (veh/h)	140	367	53	39	358	287	63	905	36	224	858	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	411	59	43	397	318	71	1014	40	246	941	94
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.91	0.91	0.91	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	1351	664	380	669	531	169	1107	44	212	1150	115
Arrive On Green	0.05	0.38	0.38	0.05	0.71	0.71	0.04	0.32	0.32	0.02	0.12	0.12
Sat Flow, veh/h	1781	3554	1583	1781	1882	1493	1781	3485	137	1781	3262	326
Grp Volume(v), veh/h	157	411	59	43	375	340	71	517	537	246	513	522
Grp Sat Flow(s),veh/h/ln	1781	1777	1583	1781	1777	1599	1781	1777	1845	1781	1777	1811
Q Serve(g_s), s	5.9	9.7	2.7	1.8	12.6	12.9	3.2	33.6	33.6	8.9	33.8	33.8
Cycle Q Clear(g_c), s	5.9	9.7	2.7	1.8	12.6	12.9	3.2	33.6	33.6	8.9	33.8	33.8
Prop In Lane	1.00		1.00	1.00		0.93	1.00		0.07	1.00		0.18
Lane Grp Cap(c), veh/h	330	1351	664	380	632	568	169	565	586	212	627	639
V/C Ratio(X)	0.48	0.30	0.09	0.11	0.59	0.60	0.42	0.92	0.92	1.16	0.82	0.82
Avail Cap(c_a), veh/h	330	1351	664	424	632	568	231	650	675	212	650	662
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	26.1	21.0	23.2	13.0	13.0	30.0	39.4	39.4	34.2	49.3	49.3
Incr Delay (d2), s/veh	0.4	0.6	0.3	0.0	3.9	4.4	0.6	16.4	15.9	111.1	7.9	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.2	1.0	0.8	4.1	3.8	1.4	16.9	17.5	10.9	17.5	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	26.6	21.3	23.3	16.9	17.4	30.6	55.8	55.3	145.2	57.1	57.0
LnGrp LOS	C	C	C	C	B	B	C	E	E	F	E	E
Approach Vol, veh/h		627			758			1125			1281	
Approach Delay, s/veh		26.0			17.5			54.0			74.0	
Approach LOS		C			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	48.4	12.0	48.8	15.0	44.2	9.0	51.7
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	8.9	43.9	5.9	36.9	8.9	43.9	5.9	36.9
Max Q Clear Time (g_c+I1), s	5.2	35.8	7.9	14.9	10.9	35.6	3.8	11.7
Green Ext Time (p_c), s	0.0	2.5	0.0	2.4	0.0	2.5	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

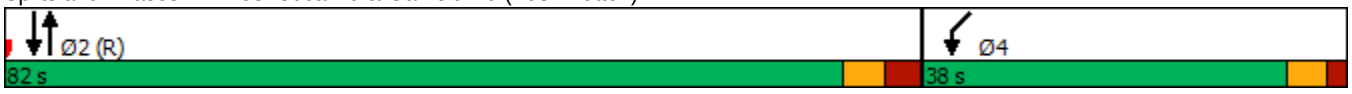
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1025	0	0	843	306	2
Future Volume (vph)	1025	0	0	843	306	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt					0.999	
Flt Protected					0.953	
Satd. Flow (prot)	3539	0	0	3505	1756	0
Flt Permitted					0.953	
Satd. Flow (perm)	3539	0	0	3505	1756	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	30	
Link Distance (ft)	132			95	123	
Travel Time (s)	2.6			1.9	2.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.95	0.95	0.82	0.82
Growth Factor	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1112	0	0	905	381	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1112	0	0	905	383	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	*0.90	1.00
Turning Speed (mph)		9	15		20	9
Number of Detectors	1			1	1	
Detector Template	Thru			Thru	Left	
Leading Detector (ft)	25			25	25	
Trailing Detector (ft)	0			0	0	
Turn Type	NA			NA	Prot	
Protected Phases	2			2	4	
Permitted Phases						
Detector Phase	2			2	4	
Switch Phase						

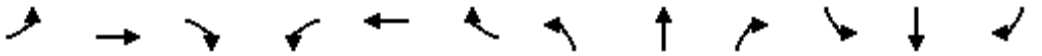
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	6.0			6.0	6.0	
Minimum Split (s)	25.1			25.1	12.0	
Total Split (s)	82.0			82.0	38.0	
Total Split (%)	68.3%			68.3%	31.7%	
Maximum Green (s)	74.9			74.9	32.4	
Yellow Time (s)	3.6			3.6	3.6	
All-Red Time (s)	3.5			3.5	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	7.1			7.1	5.6	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	0.2			0.2	0.2	
Minimum Gap (s)	0.2			0.2	0.2	
Time Before Reduce (s)	0.0			0.0	0.0	
Time To Reduce (s)	0.0			0.0	0.0	
Recall Mode	Max			Max	Max	
Walk Time (s)	5.0			5.0	5.0	
Flash Dont Walk (s)	6.9			6.9	11.4	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	74.9			74.9	32.4	
Actuated g/C Ratio	0.62			0.62	0.27	
v/c Ratio	0.50			0.41	0.81	
Control Delay	8.5			26.0	30.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	8.5			26.0	30.4	
LOS	A			C	C	
Approach Delay	8.5			26.0	30.4	
Approach LOS	A			C	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 97.3%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1158: Utica Rd & Garfield Rd (Push Button)





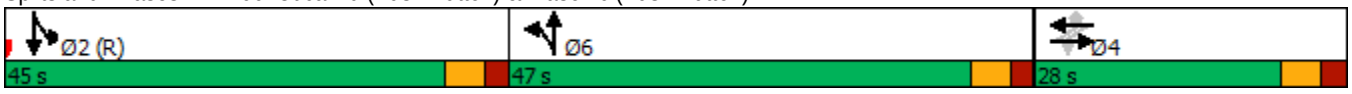
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	117	29	16	94	238	23	1101	7	126	941	23
Future Volume (vph)	79	117	29	16	94	238	23	1101	7	126	941	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		0	500		132	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	155			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00		1.00								
Frt		0.970				0.850		0.999			0.997	
Flt Protected	0.950			0.950				0.999			0.994	
Satd. Flow (prot)	1787	1819	0	1770	1863	1583	0	3567	0	0	3507	0
Flt Permitted	0.690			0.421				0.999			0.994	
Satd. Flow (perm)	1298	1819	0	782	1863	1583	0	3567	0	0	3507	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		9						1			2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1050			1152			619			374	
Travel Time (s)		23.9			26.2			12.1			7.3	
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.72	0.72	0.72	0.93	0.93	0.93	0.95	0.95	0.95	0.89	0.89	0.89
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	112	166	41	18	103	261	25	1182	8	144	1078	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	207	0	18	103	261	0	1215	0	0	1248	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	*0.90	*0.90	*0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	15		9	18		9	18		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25	25	20	25		20	25	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		4			4		6	6		2	2	
Permitted Phases	4			4		4						
Detector Phase	4	4		4	4	4	6	6		2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	12.0	12.0		12.0	12.0	
Total Split (s)	28.0	28.0		28.0	28.0	28.0	47.0	47.0		45.0	45.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%	23.3%	39.2%	39.2%		37.5%	37.5%	
Maximum Green (s)	22.0	22.0		22.0	22.0	22.0	41.3	41.3		39.3	39.3	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	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		5.7			5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	Max	Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0	14.0	21.3	21.3		10.3	10.3	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)	20.9	20.9		20.9	20.9	20.9		41.3			40.4	
Actuated g/C Ratio	0.17	0.17		0.17	0.17	0.17		0.34			0.34	
v/c Ratio	0.50	0.64		0.13	0.32	0.95		0.99			1.06	
Control Delay	52.7	53.6		43.9	45.8	92.0		55.1			81.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	52.7	53.6		43.9	45.8	92.0		55.1			81.4	
LOS	D	D		D	D	F		E			F	
Approach Delay		53.3			77.3			55.1			81.4	
Approach LOS		D			E			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 43 (36%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 68.0		Intersection LOS: E	
Intersection Capacity Utilization 91.0%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1266: Utica Rd (Push Button) & Masonic (Push Button)



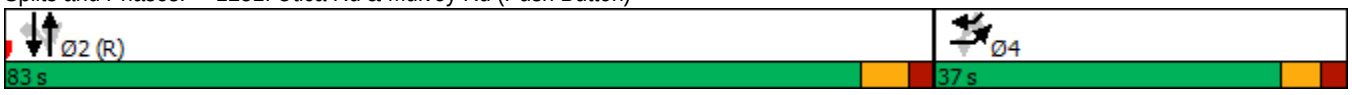


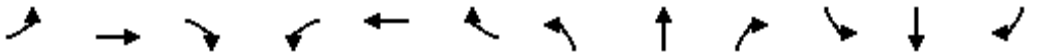
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	64	21	18	18	1406	34	12	1173	53	30	23	26
Future Volume (vph)	64	21	18	18	1406	34	12	1173	53	30	23	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		0	0	500		115	500		85	20	0	
Storage Lanes		1	0	1		1	1		1	1	1	
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00									0.98	
Frt		0.976				0.850			0.850		0.850	
Flt Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1780	0	1787	3574	1599	1770	3539	1583	1805	1615	0
Flt Permitted		0.774		0.198			0.137			0.675		
Satd. Flow (perm)	0	1431	0	372	3574	1599	255	3539	1583	1282	1590	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32				27			31		32	
Link Speed (mph)		25			35			35		25		
Link Distance (ft)		1070			999			1047		1199		
Travel Time (s)		29.2			19.5			20.4		32.7		
Confl. Peds. (#/hr)	3											3
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.95	0.95	0.82	0.82	0.82
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Adj. Flow (vph)	71	23	20	20	1542	37	13	1259	57	37	29	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	0	20	1542	37	13	1259	57	37	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			12			12		12		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Left		Left	Thru	Right	Left	Thru	Right	Left	Right	
Leading Detector (ft)	20	25		25	25	25	25	25	25	25	25	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Turn Type	D.Pm	Prot		Perm	NA	Perm	Perm	NA	Perm	D.Pm	Over	
Protected Phases		4			2			2			4	
Permitted Phases	4			2		2	2		2	4	4	
Detector Phase	4	4		2	2	2	2	2	2	4	4	
Switch Phase												

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	15.0	15.0		10.0	10.0	10.0	10.0	10.0	10.0	15.0	15.0	
Minimum Split (s)	21.0	21.0		27.0	27.0	27.0	27.0	27.0	27.0	21.0	21.0	
Total Split (s)	37.0	37.0		83.0	83.0	83.0	83.0	83.0	83.0	37.0	37.0	
Total Split (%)	30.8%	30.8%		69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	
Maximum Green (s)	31.0	31.0		76.5	76.5	76.5	76.5	76.5	76.5	31.0	31.0	
Yellow Time (s)	3.5	3.5		4.3	4.3	4.3	4.3	4.3	4.3	3.5	3.5	
All-Red Time (s)	2.5	2.5		2.2	2.2	2.2	2.2	2.2	2.2	2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0		6.5	6.5	6.5	6.5	6.5	6.5	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	25.0	25.0		15.5	15.5	15.5	15.5	15.5	15.5	25.0	25.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	
Act Effct Green (s)		15.2		92.3	92.3	92.3	92.3	92.3	92.3	15.2	15.2	
Actuated g/C Ratio		0.13		0.77	0.77	0.77	0.77	0.77	0.77	0.13	0.13	
v/c Ratio		0.55		0.07	0.56	0.03	0.07	0.46	0.05	0.23	0.26	
Control Delay		45.6		2.9	3.5	0.9	4.3	5.6	1.9	50.9	29.3	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		45.6		2.9	3.5	0.9	4.3	5.6	1.9	50.9	29.3	
LOS		D		A	A	A	A	A	A	D	C	
Approach Delay		45.6			3.5			5.5		37.4		
Approach LOS		D			A			A		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 94 (78%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 81.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1281: Utica Rd & Mulvey Rd (Push Button)





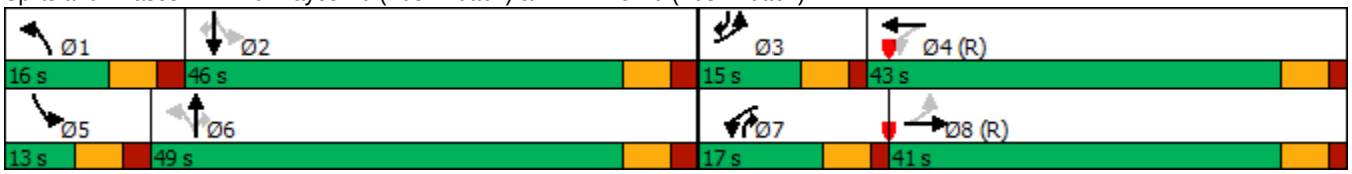
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	419	95	43	327	53	84	524	103	32	453	70
Future Volume (vph)	78	419	95	43	327	53	84	524	103	32	453	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		0	500		0	150		133	200		300
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	0.99				0.98			0.99
Frt		0.972			0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3426	0	1770	3445	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.406			0.343			0.164			0.123		
Satd. Flow (perm)	749	3426	0	638	3445	0	305	1863	1556	229	*2000	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			16				89			89
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1276			2865			1075			1095	
Travel Time (s)		19.3			43.4			24.4			24.9	
Confl. Peds. (#/hr)	7		1	1		7	1		3	3		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	91	491	111	53	402	65	90	563	111	35	492	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	602	0	53	467	0	90	563	111	35	492	76
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	25	25		25	25		25	25	25	25	25	25
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	3	8		7	4		1	6	7	5	2	3
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	7	5	2	3
Switch Phase												

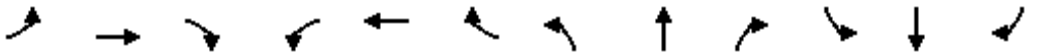
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	6.0	3.0	3.0	6.0	3.0
Minimum Split (s)	9.5	12.0		9.5	12.0		9.8	13.0	9.5	9.8	13.0	9.5
Total Split (s)	15.0	41.0		17.0	43.0		16.0	49.0	17.0	13.0	46.0	15.0
Total Split (%)	12.5%	34.2%		14.2%	35.8%		13.3%	40.8%	14.2%	10.8%	38.3%	12.5%
Maximum Green (s)	9.0	35.0		11.0	37.0		9.2	42.2	11.0	6.2	39.2	9.0
Yellow Time (s)	4.3	4.3		4.3	4.3		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.7	1.7		1.7	1.7		2.5	2.5	1.7	2.5	2.5	1.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.8	6.8	6.0	6.8	6.8	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	3.0		0.2	3.0		0.2	3.0	0.2	0.2	3.0	0.2
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max		Min	C-Max		None	None	Min	Min	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		15.0			15.0			14.2			14.2	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	51.8	45.6		49.0	44.2		46.2	39.8	45.4	41.8	37.7	44.7
Actuated g/C Ratio	0.43	0.38		0.41	0.37		0.38	0.33	0.38	0.35	0.31	0.37
v/c Ratio	0.24	0.46		0.17	0.37		0.46	0.91	0.17	0.27	0.84	0.12
Control Delay	21.1	29.3		16.9	24.3		27.8	58.3	6.1	24.0	52.3	3.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	29.3		16.9	24.3		27.8	58.3	6.1	24.0	52.3	3.2
LOS	C	C		B	C		C	E	A	C	D	A
Approach Delay		28.2			23.5			47.1			44.5	
Approach LOS		C			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 87 (73%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 36.7 Intersection LOS: D
Intersection Capacity Utilization 73.9% ICU Level of Service D
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button)





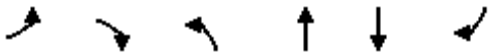
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	419	95	43	327	53	84	524	103	32	453	70
Future Volume (veh/h)	78	419	95	43	327	53	84	524	103	32	453	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	491	111	53	402	65	90	563	111	35	492	76
Peak Hour Factor	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	1159	260	349	1201	193	190	598	560	134	563	547
Arrive On Green	0.04	0.40	0.40	0.03	0.39	0.39	0.05	0.32	0.32	0.03	0.30	0.30
Sat Flow, veh/h	1781	2877	647	1781	3062	491	1781	1870	1581	1781	1870	1580
Grp Volume(v), veh/h	91	302	300	53	232	235	90	563	111	35	492	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1747	1781	1777	1777	1781	1870	1581	1781	1870	1580
Q Serve(g_s), s	3.6	14.7	14.9	2.1	10.9	11.1	4.2	35.2	5.9	1.6	29.9	4.0
Cycle Q Clear(g_c), s	3.6	14.7	14.9	2.1	10.9	11.1	4.2	35.2	5.9	1.6	29.9	4.0
Prop In Lane	1.00		0.37	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	715	703	349	697	697	190	598	560	134	563	547
V/C Ratio(X)	0.22	0.42	0.43	0.15	0.33	0.34	0.47	0.94	0.20	0.26	0.87	0.14
Avail Cap(c_a), veh/h	470	715	703	451	697	697	240	658	610	172	611	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	25.8	25.8	21.2	25.5	25.5	30.9	39.7	26.9	32.1	39.8	27.0
Incr Delay (d2), s/veh	0.1	1.8	1.9	0.1	1.3	1.3	0.7	20.9	0.2	0.4	12.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	6.3	6.3	0.9	4.7	4.8	1.8	19.4	2.2	0.7	15.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	27.6	27.7	21.2	26.8	26.9	31.6	60.7	27.1	32.5	52.4	27.1
LnGrp LOS	C	C	C	C	C	C	C	E	C	C	D	C
Approach Vol, veh/h		693			520			764			603	
Approach Delay, s/veh		26.8			26.3			52.4			48.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	42.9	11.4	53.1	10.4	45.2	10.1	54.3
Change Period (Y+Rc), s	6.8	6.8	* 6	* 6	6.8	6.8	* 6	* 6
Max Green Setting (Gmax), s	9.2	39.2	* 9	* 37	6.2	42.2	* 11	* 35
Max Q Clear Time (g_c+I1), s	6.2	31.9	5.6	13.1	3.6	37.2	4.1	16.9
Green Ext Time (p_c), s	0.0	1.2	0.0	1.3	0.0	1.2	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	2	3	1024	841	109
Future Volume (vph)	33	2	3	1024	841	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.993				0.983	
Flt Protected	0.955					
Satd. Flow (prot)	1766	0	0	3539	3457	0
Flt Permitted	0.955					
Satd. Flow (perm)	1766	0	0	3539	3457	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	1161			95	1408	
Travel Time (s)	31.7			1.9	27.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.60	0.60	0.94	0.94	0.93	0.93
Growth Factor	102%	102%	102%	102%	102%	102%
Heavy Vehicles (%)	2%	2%	0%	2%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	56	3	3	1111	922	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	0	1114	1042	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	2	3	1024	841	109
Future Vol, veh/h	33	2	3	1024	841	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	94	94	93	93
Heavy Vehicles, %	2	2	0	2	3	0
Mvmt Flow	56	3	3	1111	922	120

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1544	521	1042	0	-	0
Stage 1	982	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.1	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.2	-	-	-
Pot Cap-1 Maneuver	105	500	675	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	104	500	675	-	-	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	319	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	72.1	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	675	-	109	-	-
HCM Lane V/C Ratio	0.005	-	0.546	-	-
HCM Control Delay (s)	10.4	0.1	72.1	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	2.6	-	-

1004: Groesbeck Hwy & Utica Rd (Push Button) Performance by movement

Movement	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.3	0.1	0.0	0.0	22.0	20.9	22.5	0.1	0.0	0.0	9.3
Total Del/Veh (s)	48.2	38.7	370.6	47.1	52.5	204.0	45.2	31.9	76.6	45.6	39.9	62.6

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	51.9	64.5	21.9	51.0	47.9	38.9	37.9	30.3	13.1	68.5	26.5	12.6

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	35.7

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.3	13.7	8.6	13.4	13.3	3.9	38.4	46.6	12.6	50.9	29.6	5.1

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	23.0

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	46.3	41.2	15.3	21.6	25.0	20.9	35.4	21.7	21.9	77.7	22.5	20.3

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	29.3

1158: Utica Rd & Garfield Rd (Push Button) Performance by movement

Movement	NBT	SBT	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	6.7	12.3	6.9	5.7

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	46.9	40.7	32.6	3.4	0.7	3.3	3.7	0.8	0.0	1.8	0.7	0.6
Total Del/Veh (s)	482.0	179.9	188.7	52.6	54.4	70.1	60.0	62.8	70.5	48.6	54.4	49.5

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	4.4
Total Del/Veh (s)	77.6

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Denied Del/Veh (s)	0.2	0.2	0.2	0.0	0.0	0.1	2.4	0.3	2.3	3.4	0.2	0.1
Total Del/Veh (s)	46.6	43.2	25.1	15.1	5.0	3.0	25.7	6.8	2.6	42.9	49.8	23.0

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	8.1

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.2	0.2	0.2	0.1	0.0	0.0	3.7	1.7	4.0	3.2	0.6	3.0
Total Del/Veh (s)	21.4	26.9	16.5	14.1	13.6	9.7	77.8	75.6	53.5	34.9	37.1	6.4

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	1.1
Total Del/Veh (s)	39.4

9022: Utica Rd & Admiral St (Push Button) Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.1	53.7	15.0	0.9	23.9	22.1	12.2

Total Zone Performance

Denied Del/Veh (s)	8.5
Total Del/Veh (s)	1801.3

Appendix E – Site Plan

SHEETZ FRASER CONCEPT

OCTOBER 30, 2023

14 MILE RD.
VARIABLE WIDTH–PUBLIC

ZONED CBD "COMMUNITY BUSINESS" DISTRICT

LANDSCAPE BED

350 SF PEDESTRIAN PLAZA

CONCRETE SEAT WALL

LANDSCAPE BED

PRESERVED FAÇADE OF OLD FRASER STATE BANK

HISTORICAL MARKER

ZONED CBD "COMMUNITY BUSINESS" DISTRICT

UTICA RD.
VARIABLE WIDTH–PUBLIC

4' WOOD FENCE

70' FRONT PARKING SETBACK

36'

EXISTING TREE TO REMAIN, TYP.

43.75'

110' FRONT CANOPY SETBACK

115' SIDE BUILDING SETBACK

ZONED CBD "COMMUNITY BUSINESS" DISTRICT

20' REAR CANOPY AND PARKING SETBACK

EXISTING FENCE

6' WOOD FENCE

35' REAR BUILDING SETBACK

30'

65'

110' FRONT CANOPY SETBACK

115' FRONT BUILDING SETBACK

28'

82'

FUEL TANKS

70' FRONT PARKING SETBACK

SHEETZ STORE
6,139 SQ.F.T.

ZONED CBD "COMMUNITY BUSINESS" DISTRICT

6' WOOD FENCE

NEW 6' WOOD FENCE

EXISTING MASONRY WALL

30'

45' REAR BUILDING SETBACK

14'

30'

65' SIDE BUILDING SETBACK

TRASH

TRASH RECEPTACLE, TYP.

1250 SF PICNIC AREA

PICNIC TABLE, TYP.

ZONED RM "RESIDENTIAL MEDIUM" DISTRICT

20' REAR CANOPY AND PARKING SETBACK

20' SIDE CANOPY AND PARKING SETBACK

PROPOSED POND

EXISTING MASONRY WALL

ZONED RM "RESIDENTIAL MEDIUM" DISTRICT

35' SIDE BUILDING SETBACK

20' SIDE CANOPY AND PARKING SETBACK

WESTERLY R.O.W. L

SITE DATA TABLE:

SITE AREA: 3.30 ACRES (143,877 SF.) NET AND GROSS

ZONING: CBD REQUEST PUD OVERLAY

PROPOSED USE: RETAIL (3,770 SF)/RESTAURANT (715 SF.)/GAS STATION (8 DISPENSERS)

DESIGNATED FRONT: UTICA ROAD

MINIMUM TREES TO BE PRESERVED ON SITE: 10%

EXISTING NUMBER OF TREES: 39
QUANTITY TO BE PRESERVED: 14 (35%)

BUILDING INFORMATION:
MAXIMUM ALLOWABLE BUILDING HEIGHT = 25 FT. (2 STORIES)
PROPOSED BUILDING HEIGHT = 1 STORY

MINIMUM CANOPY HEIGHT: 14 FT.

NUMBER OF DISPENSERS: 8

BUILDING FOOTPRINT AREA: 6,139 SF.

BUILDING LOT COVERAGE: 4.27%

NUMBER OF EMPLOYEES: 4

INDOOR DINING: 30 SEATS

CARRYOUT WAITING AREA: 200 SF

SETBACK REQUIREMENTS:	REQUIRED:	PROPOSED:
PARKING:		
NORTH (SIDE-COLLECTOR ROAD):	70'	70'
EAST (FRONT-MAJOR ROAD):	70'	57.50'*
NORTHWEST (REAR):	20'	20'
WEST (REAR-ADJ. RM)	20'	20'
SOUTH (SIDE-ADJ. RM)	20'	20'
SOUTHEAST (SIDE-ADJ. CBD):	20'	20'
BUILDING:		
NORTH (SIDE-COLLECTOR ROAD):	115'	150.29'
EAST (FRONT-MAJOR ROAD):	115'	184.91'
NORTHWEST (REAR):	35'	94.53'
WEST (REAR-ADJ. RM)	45'	116.44'
SOUTH (SIDE-ADJ. RM)	65'	87.16'
SOUTHEAST (SIDE-ADJ. CBD):	35'	82'
FUEL CANOPY:		
NORTH (SIDE-COLLECTOR ROAD):	110'	78.93'
EAST (FRONT-MAJOR ROAD):	110'	79.74'
NORTHWEST (REAR):	20'	163.56'
WEST (REAR-ADJ. RM)	20'	313.08'
SOUTH (SIDE-ADJ. RM)	20'	120.72'
SOUTHEAST (SIDE-ADJ. CBD):	20'	56.97'

* REQUEST WAIVER TO ALLOW A 12.5' ENCROACHMENT INTO THE EAST PARKING SETBACK.

PARKING CALCULATIONS:

GAS STATION = ONE SPACE PER DISPENSER, PLUS ONE SPACE PER 100 SF RETAIL AREA, PLUS ONE SPACE PER EMPLOYEE.

TOTAL GAS STATION PARKING REQUIRED = 8 + 3770/100 + 4 = 50 SPACES

RESTAURANT = ONE SPACE PER TWO EMPLOYEES, PLUS ONE SPACE FOR EVERY 2 DINE-IN SEATS, PLUS ONE SPACE PER 20 SF WAITING AREA, PLUS 6 STACKING SPACES PER DRIVE THROUGH WINDOW.

TOTAL RESTAURANT PARKING REQUIRED = 4/2 + 30/2 + 200/20 = 27 SPACES + 6 X 2 STACKING = 27 SPACES AND 12 STACKING SPACES

TOTAL PARKING REQUIRED = 77 SPACES AND 12 STACKING SPACES

TOTAL PROPOSED PARKING SPACES = 50 SPACES INC. 2 ADA SPACES*

* REQUEST WAIVER TO ALLOW A SHORTFALL OF 27 SPACES.

LOADING CALCULATIONS:

LOADING REQUIRED = ONE 10' X 50' SPACE
LOADING PROVIDED = ONE 10' X 50' SPACE

OPEN SPACE:
MINIMUM OPEN SPACE REQUIRED = 30.1%
PROVIDED OPEN SPACE = 37,933 SF (30.1%)

NORTH

0 10 20 40
SCALE: 1" = 20'

PEA GROUP
t: 844.813.2949
www.peagroup.com

Appendix F – ITE Land Use Codes and Estimation Tool

Fast-Food Restaurant with Drive-Through Window and No Indoor Seating (935)

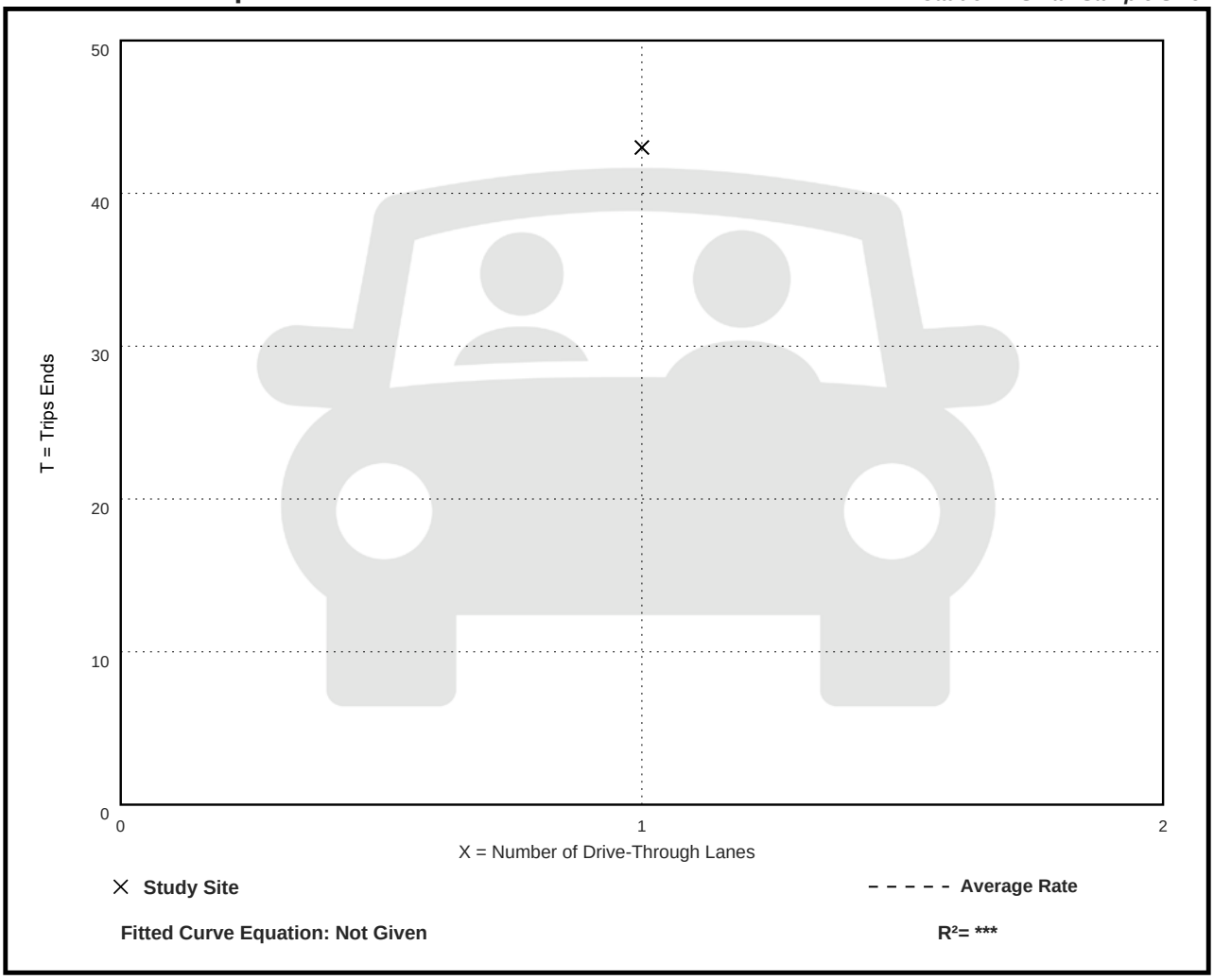
Vehicle Trip Ends vs: Drive-Through Lanes
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Drive-Through Lanes: 1
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
43.00	43.00 - 43.00	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

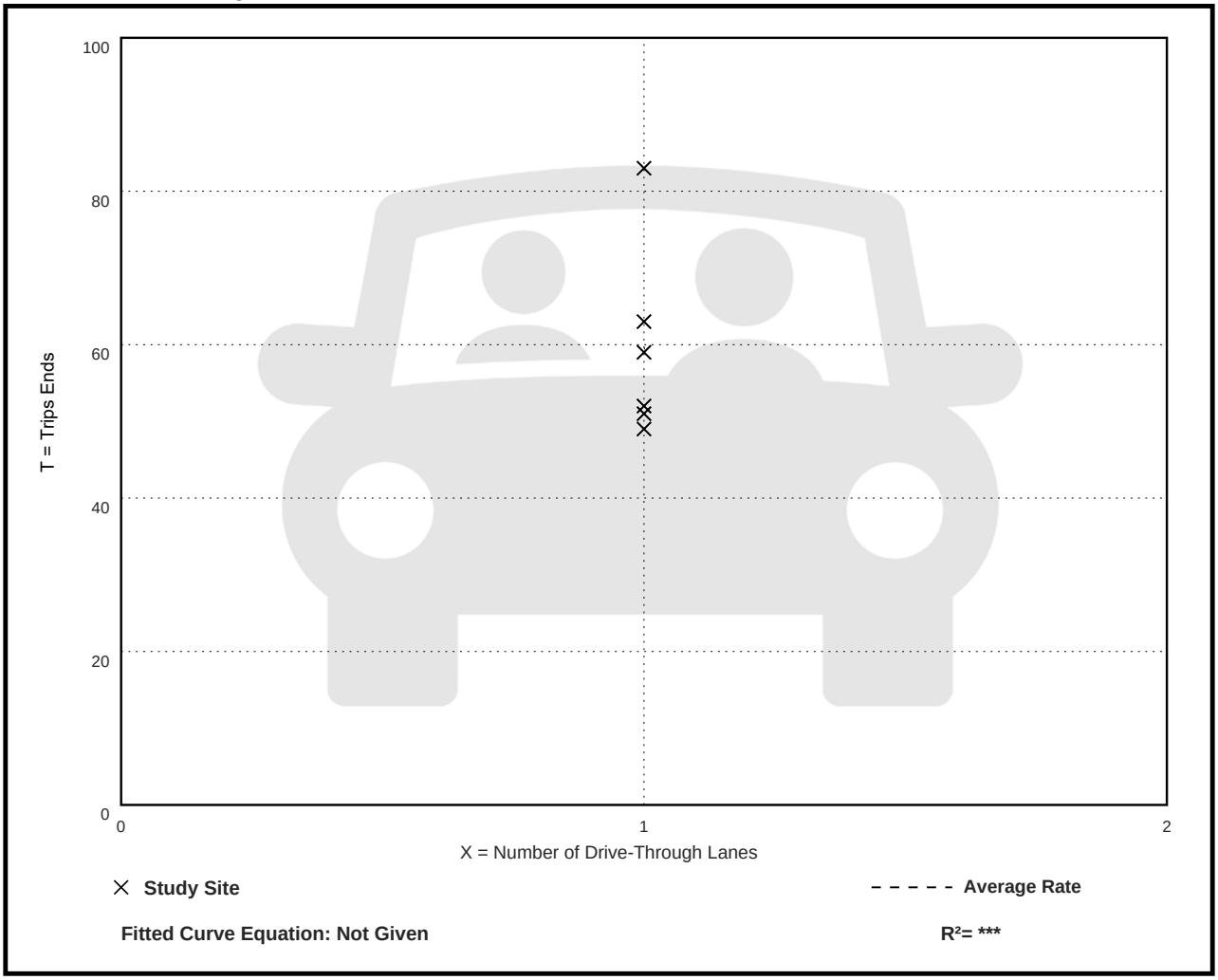
Fast-Food Restaurant with Drive-Through Window and No Indoor Seating (935)

Vehicle Trip Ends vs: Drive-Through Lanes
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Drive-Through Lanes: 1
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
59.50	49.00 - 83.00	12.68

Data Plot and Equation



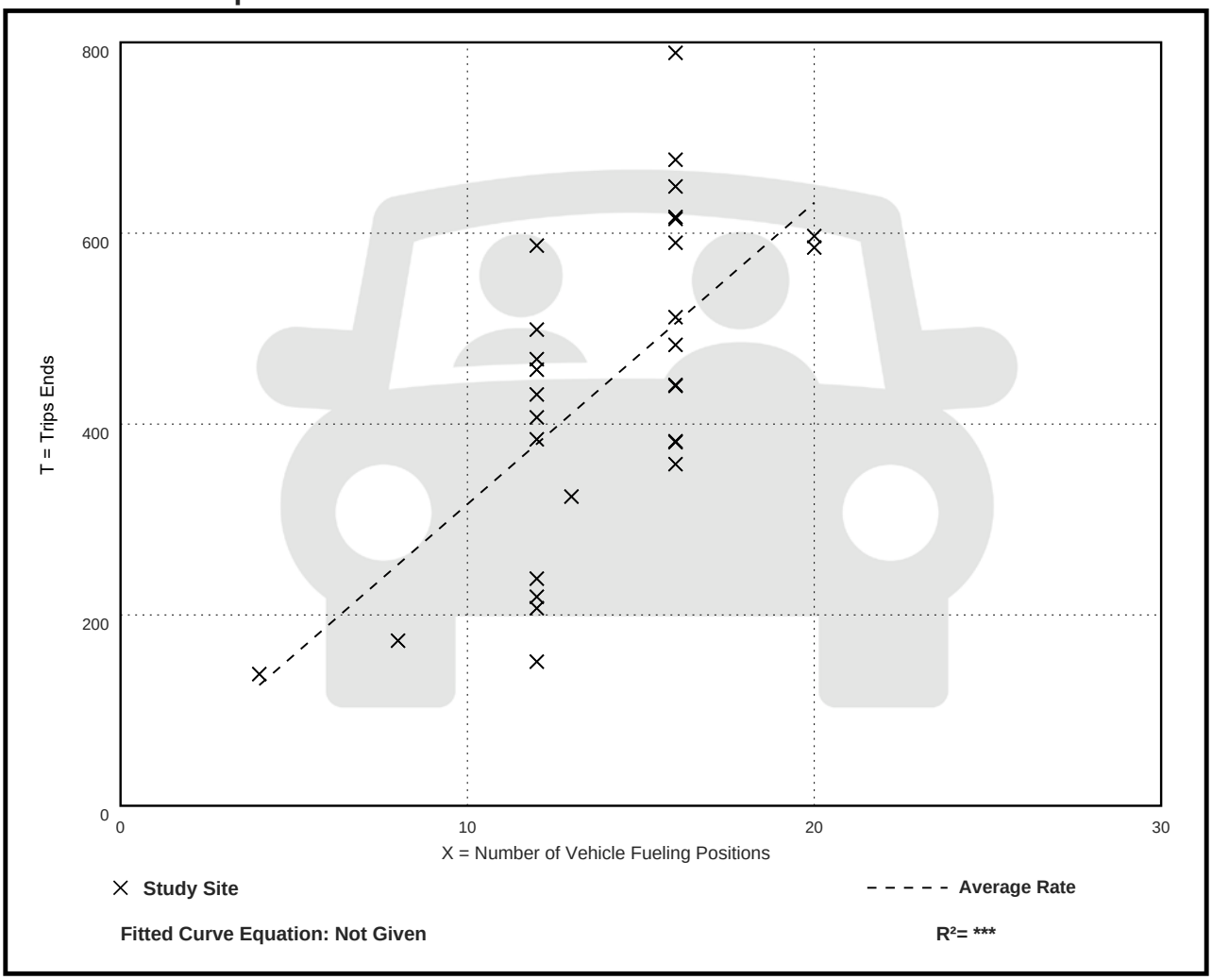
Convenience Store/Gas Station - GFA (5.5-10k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 29
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
31.60	12.58 - 49.31	9.10

Data Plot and Equation



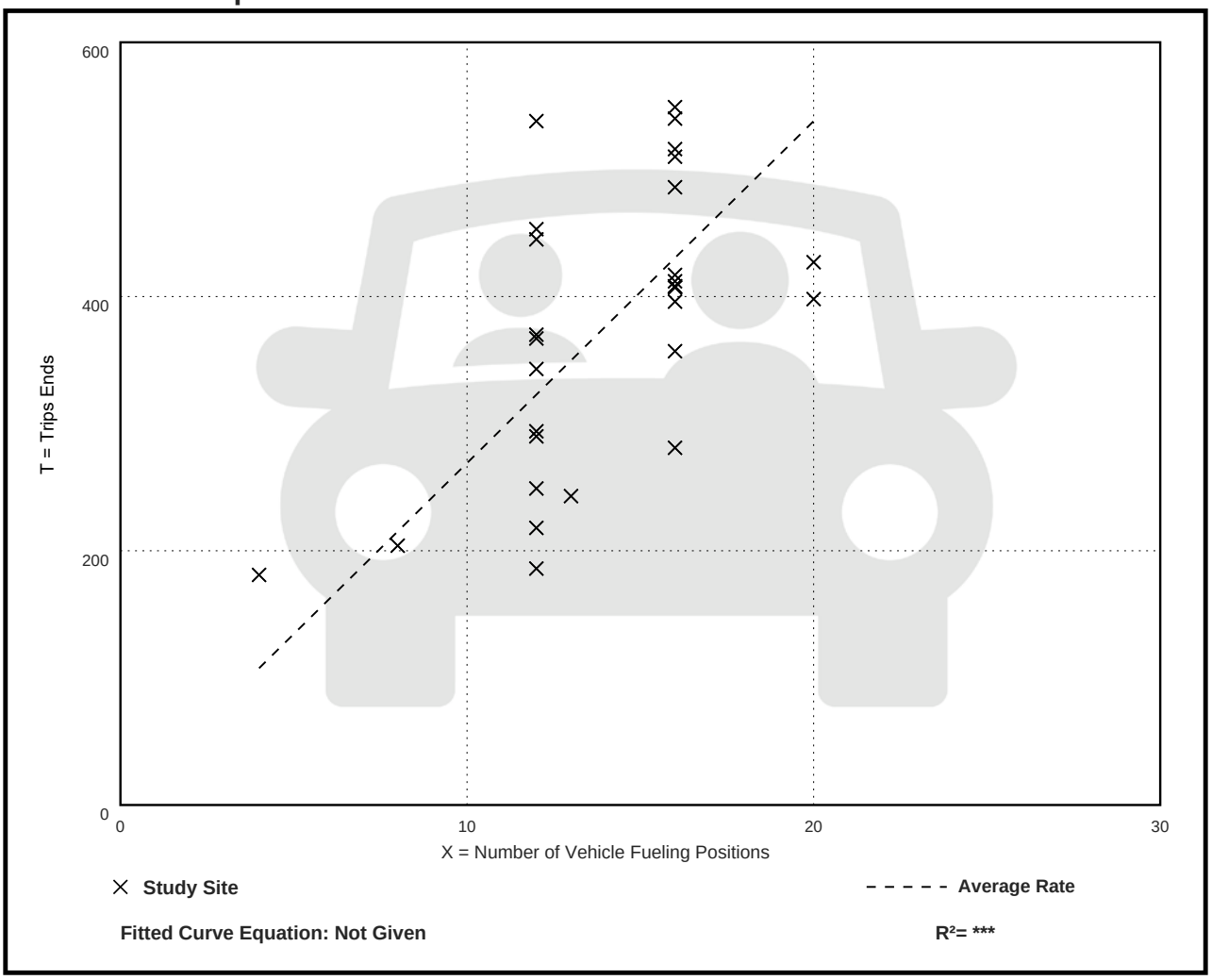
Convenience Store/Gas Station - GFA (5.5-10k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 29
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
26.90	15.50 - 45.25	6.87

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	934
Land Use	Fast-Food Restaurant with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday AM Peak Period
# Data Sites	5
Average Pass-By Rate	50%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1.4	Kentucky	1993	—	62	22	16	38	1407	2
3	Kentucky	1993	—	43	14	43	57	2903	2
3.3	--	1996	—	68	—	—	32	—	21
3.6	Kentucky	1993	—	32	47	21	68	437	2
4.2	Indiana	1993	—	46	23	31	54	1049	2

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	934
Land Use	Fast-Food Restaurant with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	11
Average Pass-By Rate	55%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1.3	Kentucky	1993	—	68	22	10	32	2055	2
1.9	Kentucky	1993	33	67	24	9	33	2447	2
2.8	Florida	1995	47	66	—	—	34	—	30
2.9	Florida	1996	271	41	41	18	59	—	30
3	Kentucky	1993	—	31	31	38	69	4250	2
3.1	Florida	1995	28	71	—	—	29	—	30
3.1	Florida	1996	29	38	—	—	62	—	30
3.2	Florida	1996	202	40	39	21	60	—	30
3.3	—	1996	—	62	—	—	38	—	21
4.2	Indiana	1993	—	56	25	19	44	1632	2
4.3	Florida	1994	304	62	—	—	38	—	30

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	16 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	60% for Sites with between 2 and 8 VFP					76% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
			Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GFA (000)	VFP	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2	8	Maryland	1992	46	87	13	0	13	2235	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.2	8	Maryland	1992	31	47	34	19	53	1785	25
2.2	< 8	Indiana	1993	79	56	6	38	44	635	2
2.2	8	Maryland	1992	35	78	9	13	22	7080	25
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.3	< 8	Kentucky	1993	58	64	5	31	36	1255	2
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.4	< 8	Kentucky	1993	—	48	17	35	52	1210	2
2.6	< 8	Kentucky	1993	—	72	15	13	28	940	2
2.8	< 8	Kentucky	1993	—	54	11	35	46	1240	2
3	< 8	Indiana	1993	62	74	10	16	26	790	2
3.6	< 8	Kentucky	1993	49	67	4	29	33	1985	2
3.7	< 8	Kentucky	1993	49	66	16	18	34	990	2
4.694	12	Maryland	2000	—	72	—	—	28	2440	30
4.694	12	Maryland	2000	—	78	—	—	22	1561	30
4.694	12	Maryland	2000	—	79	—	—	21	2764	30
4.848	12	Virginia	2000	—	55	—	—	45	1398	30
5.06	12	Pennsylvania	2000	—	84	—	—	16	3219	30
5.242	12	Virginia	2000	—	74	—	—	26	1160	30
5.242	12	Virginia	2000	—	71	—	—	29	548	30
5.488	12	Delaware	2000	—	80	—	—	20	—	30
5.5	12	Pennsylvania	2000	—	85	—	—	15	2975	30
4.2	< 8	Kentucky	1993	47	62	19	19	38	1705	2
4.694	16	Maryland	2000	—	90	—	—	10	2278	30
4.694	16	Delaware	2000	—	74	—	—	26	2185	30
4.694	16	Delaware	2000	—	58	—	—	42	962	30
4.694	16	Delaware	2000	—	84	—	—	16	2956	30
4.694	16	New Jersey	2000	—	79	—	—	21	1859	30
4.694	20	Delaware	2000	—	84	—	—	16	3864	30
4.848	16	Virginia	2000	—	68	—	—	32	2106	30
4.848	16	Virginia	2000	—	85	—	—	15	2676	30
4.848	16	Virginia	2000	—	75	—	—	25	3244	30
4.848	16	Virginia	2000	—	71	—	—	29	1663	30
4.993	16	Pennsylvania	2000	—	75	—	—	25	1991	30
5.094	16	New Jersey	2000	—	86	—	—	14	1260	30
5.5	16	Pennsylvania	2000	—	82	—	—	18	1570	30
5.543	16	Pennsylvania	2000	—	84	—	—	16	1933	30
5.565	16	Pennsylvania	2000	—	77	—	—	23	2262	30
5.565	16	Pennsylvania	2000	—	68	—	—	32	2854	30
5.565	16	New Jersey	2000	—	58	—	—	42	1253	30
5.565	16	New Jersey	2000	—	79	—	—	21	1928	30
5.565	16	New Jersey	2000	---	84	---	---	16	1953	30

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	56% for Sites with between 2 and 8 VFP					75% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
			Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GFA (000)	VFP	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
2.4	< 8	Kentucky	1993	—	58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993	—	62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	—	78	—	—	22	3549	30
4.694	12	Maryland	2000	—	67	—	—	33	2272	30
4.694	12	Maryland	2000	—	66	—	—	34	3514	30
4.848	12	Virginia	2000	—	71	—	—	29	2350	30
5.06	12	Pennsylvania	2000	—	91	—	—	9	4181	30
5.242	12	Virginia	2000	—	70	—	—	30	2445	30
5.242	12	Virginia	2000	—	56	—	—	44	950	30
5.488	12	Delaware	2000	—	73	—	—	27	—	30
5.5	12	Pennsylvania	2000	—	84	—	—	16	4025	30
4.694	16	Maryland	2000	—	89	—	—	11	2755	30
4.694	16	Delaware	2000	—	73	—	—	27	1858	30
4.694	16	Delaware	2000	—	59	—	—	41	1344	30
4.694	16	Delaware	2000	—	72	—	—	28	3434	30
4.694	16	New Jersey	2000	—	81	—	—	19	1734	30
4.694	20	Delaware	2000	—	76	—	—	24	1616	30
4.848	16	Virginia	2000	—	67	—	—	33	2.954	30
4.848	16	Virginia	2000	—	78	—	—	22	3086	30
4.848	16	Virginia	2000	—	83	—	—	17	4143	30
4.848	16	Virginia	2000	—	73	—	—	27	2534	30
4.993	16	Pennsylvania	2000	—	72	—	—	28	2917	30
5.094	16	New Jersey	2000	—	86	—	—	14	1730	30
5.5	16	Pennsylvania	2000	—	90	—	—	10	2616	30
5.543	16	Pennsylvania	2000	—	87	—	—	13	2363	30
5.565	16	Pennsylvania	2000	—	81	—	—	19	2770	30
5.565	16	Pennsylvania	2000	—	76	—	—	24	3362	30
5.565	16	New Jersey	2000	—	61	—	—	39	1713	30
5.565	16	New Jersey	2000	—	86	—	—	14	1721	30
5.565	16	New Jersey	2000	---	81	---	---	19	2227	30

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:		**Organization:**	
Project Location:		**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	LUC - 945			506	253	253
Restaurant	LUC - 935			43	20	23
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
Total				549	273	276

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		10	0	0	0
Restaurant	0	3		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	549	273	276
Internal Capture Percentage	5%	5%	5%
External Vehicle-Trips[3]	523	260	263
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	1%	4%
Restaurant	50%	13%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report* , published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:		**Organization:**	
Project Location:		**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	LUC - 945			430	215	215
Restaurant	LUC - 935			60	31	29
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
Total				490	246	244

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		9	0	0	0
Restaurant	0	12		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	490	246	244
Internal Capture Percentage	9%	9%	9%
External Vehicle-Trips[3]	448	225	223
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	6%	4%
Restaurant	29%	41%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report* , published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Appendix G – Future Synchro Reports with Development

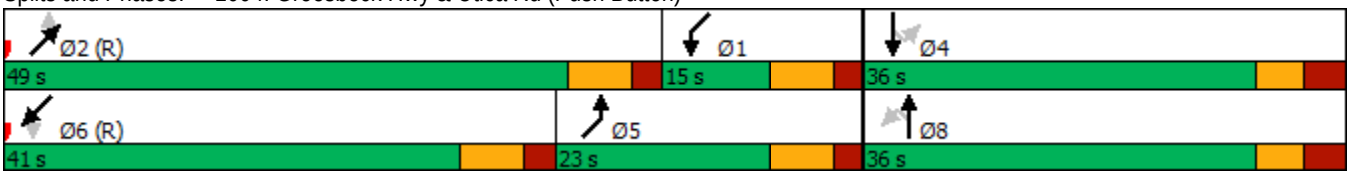


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	593	116	6	588	518	320	1076	12	97	1687	11
Future Volume (vph)	2	593	116	6	588	518	320	1076	12	97	1687	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	230		0	500		0	500		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt		0.975			0.930			0.998			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3451	0	1752	3260	0	1703	4883	0	1719	4935	0
Flt Permitted	0.137			0.205			0.101			0.140		
Satd. Flow (perm)	255	3451	0	378	3260	0	181	4883	0	253	4935	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			225			2			1	
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		1003			1650			1203			2487	
Travel Time (s)		19.5			32.1			16.4			33.9	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.89	0.89	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	6%	6%	6%	5%	5%	5%
Adj. Flow (vph)	2	624	122	6	619	545	360	1209	13	102	1776	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	746	0	6	1164	0	360	1222	0	102	1788	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	*0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	18		12	18		15	18		9	18		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25		25	0		25	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	25	25		25	25		25	6		25	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		12.0	45.0		12.0	37.0	
Total Split (s)	36.0	36.0		36.0	36.0		23.0	49.0		15.0	41.0	
Total Split (%)	36.0%	36.0%		36.0%	36.0%		23.0%	49.0%		15.0%	41.0%	
Maximum Green (s)	29.1	29.1		29.1	29.1		16.0	42.0		8.0	34.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	3.3	3.3		3.3	3.3		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.9	6.9		7.0	7.0		7.0	7.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2		3.0	0.2	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0		10.0	10.0			8.0			7.0	
Flash Dont Walk (s)	35.1	35.1		35.1	35.1			30.0			23.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	29.1	29.1		29.1	29.1		57.0	45.0		41.5	34.0	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.57	0.45		0.42	0.34	
v/c Ratio	0.03	0.73		0.06	1.05		1.04	0.56		0.47	1.07	
Control Delay	27.0	35.9		27.5	70.2		96.0	22.2		32.9	65.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.0	35.9		27.5	70.2		96.0	22.2		32.9	65.8	
LOS	C	D		C	E		F	C		C	E	
Approach Delay		35.9			70.0			39.0			64.0	
Approach LOS		D			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 80 (80%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 54.1		Intersection LOS: D	
Intersection Capacity Utilization 100.9%		ICU Level of Service G	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 1004: Groesbeck Hwy & Utica Rd (Push Button)





Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	2	593	116	6	588	518	320	1076	12	97	1687	11
Future Volume (veh/h)	2	593	116	6	588	518	320	1076	12	97	1687	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1811	1811	1811	1826	1826	1826
Adj Flow Rate, veh/h	2	624	122	6	619	545	360	1209	13	102	1776	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	6	6	6	5	5	5
Cap, veh/h	72	863	168	144	518	453	348	2118	23	281	1737	12
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.16	0.42	0.42	0.08	0.34	0.34
Sat Flow, veh/h	482	2965	579	709	1780	1558	1725	5043	54	1739	5108	35
Grp Volume(v), veh/h	2	374	372	6	613	551	360	790	432	102	1155	633
Grp Sat Flow(s),veh/h/ln	482	1777	1766	709	1763	1575	1725	1648	1801	1739	1662	1820
Q Serve(g_s), s	0.0	18.9	18.9	0.8	29.1	29.1	16.0	18.3	18.3	0.0	34.0	34.0
Cycle Q Clear(g_c), s	29.1	18.9	18.9	19.7	29.1	29.1	16.0	18.3	18.3	0.0	34.0	34.0
Prop In Lane	1.00		0.33	1.00		0.99	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	72	517	514	144	513	458	348	1384	757	281	1130	619
V/C Ratio(X)	0.03	0.72	0.72	0.04	1.20	1.20	1.03	0.57	0.57	0.36	1.02	1.02
Avail Cap(c_a), veh/h	72	517	514	144	513	458	348	1384	757	281	1130	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	31.8	31.9	40.7	35.5	35.5	40.3	22.1	22.1	36.9	33.0	33.0
Incr Delay (d2), s/veh	0.2	4.9	5.0	0.1	105.6	110.2	57.5	1.7	3.1	0.8	32.6	42.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.5	8.5	0.1	27.1	24.8	13.1	6.7	7.7	2.3	17.6	20.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	36.7	36.9	40.8	141.1	145.7	97.8	23.8	25.2	37.7	65.6	75.0
LnGrp LOS	D	D	D	D	F	F	F	C	C	D	F	F
Approach Vol, veh/h		748			1170			1582			1890	
Approach Delay, s/veh		36.9			142.7			41.1			67.3	
Approach LOS		D			F			D			E	

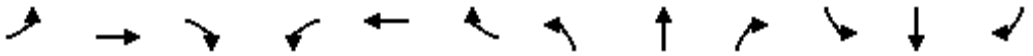
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	49.0		36.0	23.0	41.0		36.0				
Change Period (Y+Rc), s	* 7	* 7		* 6.9	* 7	* 7		* 6.9				
Max Green Setting (Gmax), s	* 8	* 42		* 29	* 16	* 34		* 29				
Max Q Clear Time (g_c+I1), s	2.0	0.0		31.1	18.0	0.0		31.1				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		71.7	
HCM 6th LOS		E	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

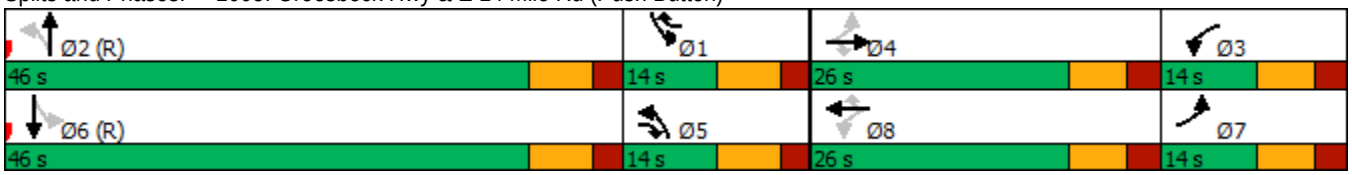


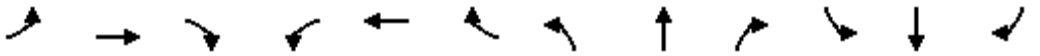
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	373	174	213	400	83	169	900	63	9	1437	102
Future Volume (vph)	171	373	174	213	400	83	169	900	63	9	1437	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		190	500		210	500		0	500		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt		0.993	0.850		0.997	0.850		0.990			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3270	1400	1719	3283	1400	1703	4840	0	1703	4844	0
Flt Permitted	0.311			0.259			0.099			0.162		
Satd. Flow (perm)	563	3270	1400	469	3283	1400	177	4840	0	290	4844	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	118		2	118		13			13	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2921			1459			3140			564	
Travel Time (s)		44.3			22.1			42.8			7.7	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.79	0.79	0.79	0.90	0.90	0.90	0.83	0.83	0.83	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	216	472	220	237	444	92	204	1084	76	10	1529	109
Shared Lane Traffic (%)			10%			10%						
Lane Group Flow (vph)	216	494	198	237	453	83	204	1160	0	10	1638	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	18		9	18		9	18		9
Number of Detectors	1	1	1	1	1	1	1	0		1	0	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	20	25	25	20	25	0		25	0	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	25	25	20	25	25	20	25	6		25	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	14.0	12.0	12.0	14.0	12.0	12.0	38.0		12.0	38.0	
Total Split (s)	14.0	26.0	14.0	14.0	26.0	14.0	14.0	46.0		14.0	46.0	
Total Split (%)	14.0%	26.0%	14.0%	14.0%	26.0%	14.0%	14.0%	46.0%		14.0%	46.0%	
Maximum Green (s)	7.2	19.2	7.0	7.2	19.2	7.0	7.0	39.0		7.0	39.0	
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7		4.7	4.7	
All-Red Time (s)	2.5	2.5	2.3	2.5	2.5	2.3	2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.8	7.0	7.0	7.0		7.0	7.0	
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.2		3.0	0.2	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		10.0			10.0			7.0			7.0	
Flash Dont Walk (s)		27.2			27.2			24.0			24.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	27.0	18.2	32.0	25.8	17.6	29.7	47.4	41.8		45.7	39.0	
Actuated g/C Ratio	0.27	0.18	0.32	0.26	0.18	0.30	0.47	0.42		0.46	0.39	
v/c Ratio	0.85	0.83	0.38	1.06	0.78	0.17	1.07	0.57		0.04	0.86	
Control Delay	66.8	51.6	12.9	117.2	49.3	2.7	123.5	23.7		12.8	33.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	66.8	51.6	12.9	117.2	49.3	2.7	123.5	23.7		12.8	33.7	
LOS	E	D	B	F	D	A	F	C		B	C	
Approach Delay		46.8			65.1			38.7			33.6	
Approach LOS		D			E			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 80 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 42.8		Intersection LOS: D	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1005: Groesbeck Hwy & E 14 Mile Rd (Push Button)





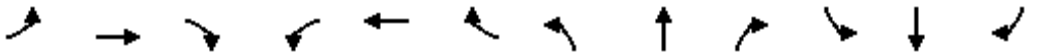
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	396	13	12	448	207	7	299	24	244	321	178
Future Volume (vph)	131	396	13	12	448	207	7	299	24	244	321	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	500		200	130		0	325		170
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00					0.99	1.00					0.99
Frt		0.995				0.850		0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3487	0	1736	3471	1553	1719	3400	0	1736	3471	1553
Flt Permitted	0.381			0.480			0.540			0.317		
Satd. Flow (perm)	702	3487	0	877	3471	1530	976	3400	0	579	3471	1532
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				223		9				196
Link Speed (mph)		35			35			30			40	
Link Distance (ft)		838			1009			277			448	
Travel Time (s)		16.3			19.7			6.3			7.6	
Confl. Peds. (#/hr)	2					2	1					1
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	5%	5%	5%	4%	4%	4%
Adj. Flow (vph)	152	460	15	13	482	223	8	356	29	268	353	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	475	0	13	482	223	8	385	0	268	353	196
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	18		9
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left	Thru		Left		Right		Thru		Left	Thru	Right
Leading Detector (ft)	25	25		25	25	25	25	25		25	25	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	25	25		25	25	25	25	25		25	25	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	10.0	0.0	10.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	8		7	4	5	1	6		5	2	3
Permitted Phases	8			4		4	6			2		2
Detector Phase	3	8		7	4	5	1	6		5	2	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	12.0		3.0	12.0	3.0	3.0	6.0		3.0	6.0	3.0
Minimum Split (s)	9.5	18.0		9.5	18.0	9.5	9.5	13.0		9.5	13.0	9.5
Total Split (s)	12.0	33.0		12.0	33.0	18.0	18.0	57.0		18.0	57.0	12.0
Total Split (%)	10.0%	27.5%		10.0%	27.5%	15.0%	15.0%	47.5%		15.0%	47.5%	10.0%
Maximum Green (s)	6.0	27.0		6.0	27.0	11.5	11.5	50.5		11.5	50.5	6.0
Yellow Time (s)	3.6	3.6		3.6	3.6	4.0	4.0	4.0		4.0	4.0	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4	2.5	2.5	2.5		2.5	2.5	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.5	6.5	6.5		6.5	6.5	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0		1.0	3.0	1.0	1.0	3.0		1.0	3.0	1.0
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			20.0			17.5			16.5	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	70.5	66.4		59.8	55.8	66.8	23.0	19.0		37.0	34.7	43.9
Actuated g/C Ratio	0.59	0.55		0.50	0.46	0.56	0.19	0.16		0.31	0.29	0.37
v/c Ratio	0.31	0.25		0.03	0.30	0.23	0.04	0.71		0.93	0.35	0.29
Control Delay	19.7	16.9		12.5	21.6	2.3	36.3	61.7		73.7	35.0	4.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	19.7	16.9		12.5	21.6	2.3	36.3	61.7		73.7	35.0	4.0
LOS	B	B		B	C	A	D	E		E	D	A
Approach Delay		17.5			15.5			61.1			40.3	
Approach LOS		B			B			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 106 (88%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 30.9		Intersection LOS: C	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button)

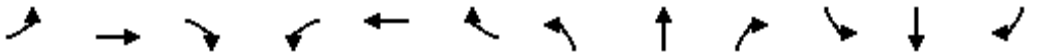




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	396	13	12	448	207	7	299	24	244	321	178
Future Volume (veh/h)	131	396	13	12	448	207	7	299	24	244	321	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1826	1826	1826	1841	1841	1841
Adj Flow Rate, veh/h	152	460	15	13	482	223	8	356	29	268	353	196
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.84	0.84	0.84	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	4	4	4	5	5	5	4	4	4
Cap, veh/h	466	1920	63	536	1784	944	184	441	36	256	790	430
Arrive On Green	0.10	1.00	1.00	0.01	0.51	0.51	0.01	0.14	0.14	0.10	0.23	0.23
Sat Flow, veh/h	1767	3484	113	1753	3497	1558	1739	3249	263	1753	3497	1558
Grp Volume(v), veh/h	152	232	243	13	482	223	8	189	196	268	353	196
Grp Sat Flow(s),veh/h/ln	1767	1763	1835	1753	1749	1558	1739	1735	1778	1753	1749	1558
Q Serve(g_s), s	5.1	0.0	0.0	0.4	9.4	7.9	0.5	12.7	12.8	11.5	10.4	12.5
Cycle Q Clear(g_c), s	5.1	0.0	0.0	0.4	9.4	7.9	0.5	12.7	12.8	11.5	10.4	12.5
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	466	972	1011	536	1784	944	184	236	242	256	790	430
V/C Ratio(X)	0.33	0.24	0.24	0.02	0.27	0.24	0.04	0.80	0.81	1.05	0.45	0.46
Avail Cap(c_a), veh/h	466	972	1011	609	1784	944	340	730	748	256	1472	734
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	0.0	14.0	16.7	10.9	44.4	50.3	50.3	44.0	40.0	36.0
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.0	0.4	0.6	0.0	6.3	6.4	68.5	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.1	0.1	0.2	3.8	2.8	0.2	5.9	6.1	7.0	4.5	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.5	0.5	14.0	17.1	11.5	44.4	56.6	56.8	112.6	40.4	36.7
LnGrp LOS	B	A	A	B	B	B	D	E	E	F	D	D
Approach Vol, veh/h		627			718			393			817	
Approach Delay, s/veh		3.4			15.3			56.4			63.2	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	33.6	12.0	67.2	18.0	22.8	7.1	72.1
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	11.5	50.5	6.0	27.0	11.5	50.5	6.0	27.0
Max Q Clear Time (g_c+I1), s	2.5	14.5	7.1	11.4	13.5	14.8	2.4	2.0
Green Ext Time (p_c), s	0.0	1.9	0.0	2.4	0.0	1.2	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

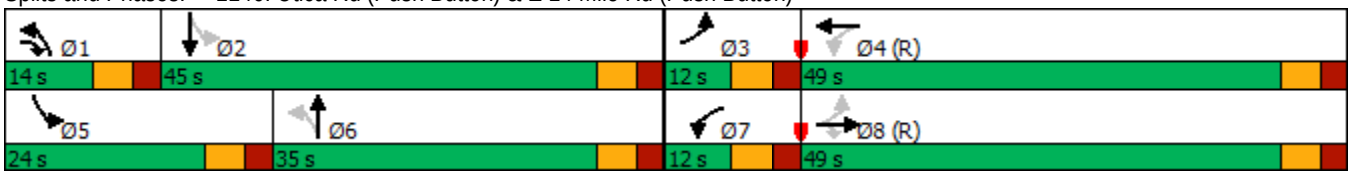


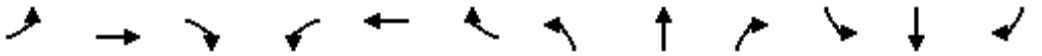
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	355	63	66	393	183	76	676	13	169	936	121
Future Volume (vph)	127	355	63	66	393	183	76	676	13	169	936	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		0	0		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00		0.99	1.00	1.00							
Frt			0.850		0.952			0.997			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1719	3259	0	1736	3461	0	1770	3479	0
Flt Permitted	0.289			0.485			0.114			0.145		
Satd. Flow (perm)	533	3505	1547	877	3259	0	208	3461	0	270	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139		71			2			12	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		240			838			273			1233	
Travel Time (s)		4.7			16.3			5.3			24.0	
Confl. Peds. (#/hr)	1		1	1		1						
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	143	399	71	73	437	203	85	760	15	182	1006	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	399	71	73	640	0	85	775	0	182	1136	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	25	25	25		25	25		25	25	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	25	25	25	25	25		25	25		25	25	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	12.1	9.5	9.5	12.1		9.5	12.1		9.5	12.1	
Total Split (s)	12.0	49.0	14.0	12.0	49.0		14.0	35.0		24.0	45.0	
Total Split (%)	10.0%	40.8%	11.7%	10.0%	40.8%		11.7%	29.2%		20.0%	37.5%	
Maximum Green (s)	5.9	42.9	7.9	5.9	42.9		7.9	28.9		17.9	38.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1		6.1	6.1		6.1	6.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	3.0	1.0	1.0	3.0		1.0	3.0		1.0	3.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		Min	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		16.9			20.9			22.9			20.9	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	50.1	45.4	52.0	48.3	42.9		41.6	35.1		51.3	40.3	
Actuated g/C Ratio	0.42	0.38	0.43	0.40	0.36		0.35	0.29		0.43	0.34	
v/c Ratio	0.51	0.30	0.09	0.19	0.53		0.55	0.77		0.70	0.97	
Control Delay	21.1	19.4	0.3	9.7	16.9		54.7	58.5		31.4	55.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.1	19.4	0.3	9.7	16.9		54.7	58.5		31.4	55.8	
LOS	C	B	A	A	B		D	E		C	E	
Approach Delay		17.6			16.2			58.1			52.4	
Approach LOS		B			B			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 108 (90%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 40.4		Intersection LOS: D	
Intersection Capacity Utilization 82.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	355	63	66	393	183	76	676	13	169	936	121
Future Volume (veh/h)	127	355	63	66	393	183	76	676	13	169	936	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1826	1826	1826	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	143	399	71	73	437	203	85	760	15	182	1006	130
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	5	5	5	4	4	4	2	2	2
Cap, veh/h	381	1361	682	405	866	399	147	999	20	276	1026	132
Arrive On Green	0.05	0.39	0.39	0.08	0.75	0.75	0.05	0.28	0.28	0.03	0.11	0.11
Sat Flow, veh/h	1767	3526	1571	1739	2307	1062	1753	3508	69	1781	3165	409
Grp Volume(v), veh/h	143	399	71	73	328	312	85	379	396	182	565	571
Grp Sat Flow(s),veh/h/ln	1767	1763	1571	1739	1735	1634	1753	1749	1828	1781	1777	1797
Q Serve(g_s), s	5.9	9.4	3.2	3.1	9.1	9.2	4.1	23.7	23.7	8.4	38.0	38.1
Cycle Q Clear(g_c), s	5.9	9.4	3.2	3.1	9.1	9.2	4.1	23.7	23.7	8.4	38.0	38.1
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.04	1.00		0.23
Lane Grp Cap(c), veh/h	381	1361	682	405	652	614	147	498	521	276	576	582
V/C Ratio(X)	0.38	0.29	0.10	0.18	0.50	0.51	0.58	0.76	0.76	0.66	0.98	0.98
Avail Cap(c_a), veh/h	381	1361	682	423	652	614	179	498	521	386	576	582
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	25.5	20.1	20.9	10.4	10.5	32.9	39.2	39.2	31.2	53.2	53.2
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.1	2.7	2.9	1.3	6.8	6.5	1.0	32.3	32.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	4.0	1.2	1.2	3.0	2.9	1.8	11.0	11.4	3.9	23.3	23.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	26.1	20.5	21.0	13.1	13.4	34.3	45.9	45.7	32.2	85.5	85.6
LnGrp LOS	C	C	C	C	B	B	C	D	D	C	F	F
Approach Vol, veh/h		613			713			860			1318	
Approach Delay, s/veh		24.6			14.0			44.7			78.2	
Approach LOS		C			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	45.0	12.0	51.2	16.6	40.3	10.7	52.4
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	7.9	38.9	5.9	42.9	17.9	28.9	5.9	42.9
Max Q Clear Time (g_c+I1), s	6.1	40.1	7.9	11.2	10.4	25.7	5.1	11.4
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.1	0.9	0.0	1.7

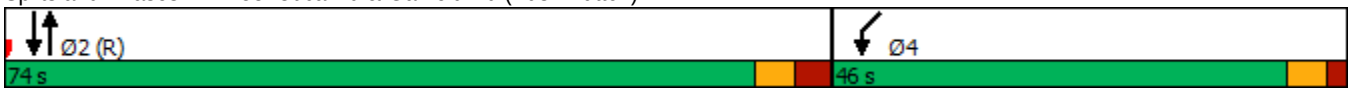
Intersection Summary	
HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

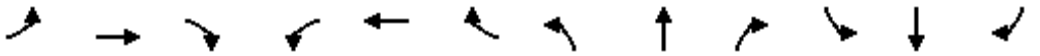
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	739	0	0	1042	299	0
Future Volume (vph)	739	0	0	1042	299	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	3471	0	0	3505	1736	0
Flt Permitted					0.950	
Satd. Flow (perm)	3471	0	0	3505	1736	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	30	
Link Distance (ft)	132			95	123	
Travel Time (s)	2.6			1.9	2.8	
Peak Hour Factor	0.92	0.92	0.80	0.80	0.81	0.81
Heavy Vehicles (%)	4%	4%	3%	3%	4%	4%
Adj. Flow (vph)	803	0	0	1303	369	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	803	0	0	1303	369	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		20	9
Turn Type	NA			NA	Prot	
Protected Phases	2			2	4	
Permitted Phases						
Minimum Split (s)	25.1			25.1	12.0	
Total Split (s)	74.0			74.0	46.0	
Total Split (%)	61.7%			61.7%	38.3%	
Maximum Green (s)	66.9			66.9	40.4	
Yellow Time (s)	3.6			3.6	3.6	
All-Red Time (s)	3.5			3.5	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	7.1			7.1	5.6	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0			5.0	5.0	
Flash Dont Walk (s)	6.9			6.9	11.4	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	66.9			66.9	40.4	
Actuated g/C Ratio	0.56			0.56	0.34	
v/c Ratio	0.41			0.67	0.63	
Control Delay	0.9			28.0	54.5	
Queue Delay	0.0			0.0	0.0	

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Total Delay	0.9			28.0	54.5	
LOS	A			C	D	
Approach Delay	0.9			28.0	54.5	
Approach LOS	A			C	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 41 (34%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 89.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1158: Utica Rd & Garfield Rd (Push Button)



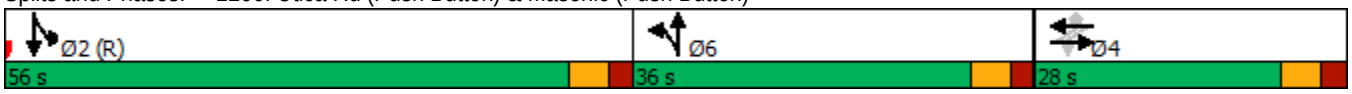


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	85	41	12	77	130	49	852	9	117	1181	22
Future Volume (vph)	65	85	41	12	77	130	49	852	9	117	1181	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	500		132	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99		1.00								
Frt		0.951				0.850		0.999			0.997	
Flt Protected	0.950			0.950				0.997			0.996	
Satd. Flow (prot)	1736	1729	0	1752	1845	1568	0	3491	0	0	3480	0
Flt Permitted	0.701			0.456				0.997			0.996	
Satd. Flow (perm)	1281	1729	0	839	1845	1568	0	3491	0	0	3480	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		18						1			2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1050			1152			619			374	
Travel Time (s)		23.9			26.2			12.1			7.3	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.79	0.79	0.79	0.90	0.90	0.90	0.95	0.95	0.95	0.89	0.89	0.89
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	82	108	52	13	86	144	52	897	9	131	1327	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	160	0	13	86	144	0	958	0	0	1483	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	18		9	18		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25	25	20	25		20	25	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	25	25		25	25	25	20	25		20	25	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		4			4		6	6		2	2	
Permitted Phases	4			4		4						
Detector Phase	4	4		4	4	4	6	6		2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	12.0	12.0		12.0	12.0	
Total Split (s)	28.0	28.0		28.0	28.0	28.0	36.0	36.0		56.0	56.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%	23.3%	30.0%	30.0%		46.7%	46.7%	
Maximum Green (s)	22.0	22.0		22.0	22.0	22.0	30.3	30.3		50.3	50.3	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	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		5.7			5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0	14.0	21.3	21.3		10.3	10.3	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)	14.2	14.2		14.2	14.2	14.2		30.3			58.1	
Actuated g/C Ratio	0.12	0.12		0.12	0.12	0.12		0.25			0.48	
v/c Ratio	0.54	0.73		0.13	0.39	0.77		1.09			0.88	
Control Delay	62.1	63.3		48.0	53.0	77.3		98.9			31.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	62.1	63.3		48.0	53.0	77.3		98.9			31.7	
LOS	E	E		D	D	E		F			C	
Approach Delay		62.9			67.1			98.9			31.7	
Approach LOS		E			E			F			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 87 (73%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 59.2		Intersection LOS: E	
Intersection Capacity Utilization 87.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1266: Utica Rd (Push Button) & Masonic (Push Button)





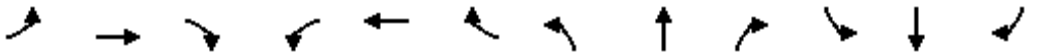
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	27	16	36	5	990	13	11	1151	19	73	21	17
Future Volume (vph)	27	16	36	5	990	13	11	1151	19	73	21	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0	500		115	500		85	20	0	
Storage Lanes		1	0	1		1	1		1	1	1	
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00									0.98	
Frt		0.938				0.850			0.850		0.850	
Flt Protected		0.974		0.950			0.950			0.950		
Satd. Flow (prot)	0	1702	0	1736	3471	1553	1770	3539	1583	1770	1583	0
Flt Permitted		0.868		0.187			0.253			0.671		
Satd. Flow (perm)	0	1514	0	342	3471	1553	471	3539	1583	1250	1559	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				27			27		32	
Link Speed (mph)		25			35			35		25		
Link Distance (ft)		1070			999			1047		1199		
Travel Time (s)		29.2			19.5			20.4		32.7		
Confl. Peds. (#/hr)	3											3
Peak Hour Factor	0.84	0.84	0.84	0.94	0.94	0.94	0.89	0.89	0.89	0.60	0.60	0.60
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	32	19	43	5	1053	14	12	1293	21	122	35	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	0	5	1053	14	12	1293	21	122	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			12			12		12		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Left		Left	Thru	Right	Left	Thru	Right	Left	Right	
Leading Detector (ft)	20	25		25	25	25	25	25	25	25	25	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	25		25	25	25	25	25	25	25	25	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	D.Pm	Prot		Perm	NA	Perm	Perm	NA	Perm	D.Pm	Over	
Protected Phases		4			2			2			4	
Permitted Phases	4			2		2	2		2	4	4	
Detector Phase	4	4		2	2	2	2	2	2	4	4	
Switch Phase												

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	15.0	15.0		10.0	10.0	10.0	10.0	10.0	10.0	15.0	15.0	
Minimum Split (s)	21.0	21.0		27.0	27.0	27.0	27.0	27.0	27.0	21.0	21.0	
Total Split (s)	37.0	37.0		83.0	83.0	83.0	83.0	83.0	83.0	37.0	37.0	
Total Split (%)	30.8%	30.8%		69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	
Maximum Green (s)	31.0	31.0		76.5	76.5	76.5	76.5	76.5	76.5	31.0	31.0	
Yellow Time (s)	3.5	3.5		4.3	4.3	4.3	4.3	4.3	4.3	3.5	3.5	
All-Red Time (s)	2.5	2.5		2.2	2.2	2.2	2.2	2.2	2.2	2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0		6.5	6.5	6.5	6.5	6.5	6.5	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Recall Mode	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	25.0	25.0		15.5	15.5	15.5	15.5	15.5	15.5	25.0	25.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	
Act Effct Green (s)		16.6		90.9	90.9	90.9	90.9	90.9	90.9	16.6	16.6	
Actuated g/C Ratio		0.14		0.76	0.76	0.76	0.76	0.76	0.76	0.14	0.14	
v/c Ratio		0.39		0.02	0.40	0.01	0.03	0.48	0.02	0.71	0.26	
Control Delay		35.1		1.0	1.3	0.0	4.5	6.5	1.3	71.0	28.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		35.1		1.0	1.3	0.0	4.5	6.5	1.3	71.0	28.0	
LOS		D		A	A	A	A	A	A	E	C	
Approach Delay		35.1			1.3			6.4		56.4		
Approach LOS		D			A			A		E		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 105 (88%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 8.8		Intersection LOS: A	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1281: Utica Rd & Mulvey Rd (Push Button)



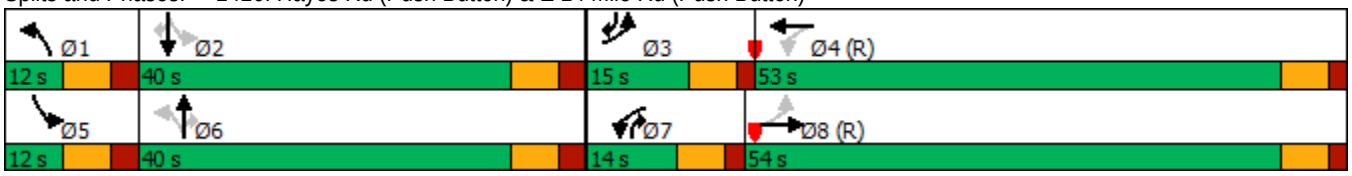


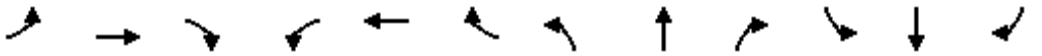
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	278	60	3	377	40	50	353	92	18	619	48
Future Volume (vph)	1	278	60	3	377	40	50	353	92	18	619	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	500		0	150		133	200		300
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00				0.98			0.99
Frt		0.973			0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3332	0	1736	3415	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.412			0.459			0.098			0.320		
Satd. Flow (perm)	745	3332	0	837	3415	0	183	1863	1553	596	1863	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			11				89			89
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1276			2865			1075			1095	
Travel Time (s)		19.3			43.4			24.4			24.9	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Peak Hour Factor	0.79	0.79	0.79	0.84	0.84	0.84	0.85	0.85	0.85	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	1	352	76	4	449	48	59	415	108	20	680	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	428	0	4	497	0	59	415	108	20	680	53
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.85	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	25	25		25	25		25	25	25	25	25	25
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	25	25		25	25		25	25	25	25	25	25
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	3	8		7	4		1	6	7	5	2	3
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	7	5	2	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	6.0	3.0	3.0	6.0	3.0
Minimum Split (s)	9.5	12.0		9.5	12.0		9.8	13.0	9.5	9.8	13.0	9.5
Total Split (s)	15.0	54.0		14.0	53.0		12.0	40.0	14.0	12.0	40.0	15.0
Total Split (%)	12.5%	45.0%		11.7%	44.2%		10.0%	33.3%	11.7%	10.0%	33.3%	12.5%
Maximum Green (s)	9.0	48.0		8.0	47.0		5.2	33.2	8.0	5.2	33.2	9.0
Yellow Time (s)	4.3	4.3		4.3	4.3		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.7	1.7		1.7	1.7		2.5	2.5	1.7	2.5	2.5	1.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.8	6.8	6.0	6.8	6.8	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	3.0		0.2	3.0		0.2	3.0	0.2	0.2	3.0	0.2
Recall Mode	Min	C-Max		None	C-Max		None	None	None	None	None	Min
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		15.0			15.0			14.2			14.2	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	55.9	52.9		56.1	53.0		42.8	40.7	44.5	38.9	35.8	39.6
Actuated g/C Ratio	0.47	0.44		0.47	0.44		0.36	0.34	0.37	0.32	0.30	0.33
v/c Ratio	0.00	0.29		0.01	0.33		0.47	0.66	0.17	0.09	1.23	0.09
Control Delay	14.0	20.7		12.0	16.0		36.9	41.1	7.9	24.8	153.8	1.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	20.7		12.0	16.0		36.9	41.1	7.9	24.8	153.8	1.7
LOS	B	C		B	B		D	D	A	C	F	A
Approach Delay		20.7			16.0			34.5			139.6	
Approach LOS		C			B			C			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 37 (31%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 62.7		Intersection LOS: E	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	278	60	3	377	40	50	353	92	18	619	48
Future Volume (veh/h)	1	278	60	3	377	40	50	353	92	18	619	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	352	76	4	449	48	59	415	108	20	680	53
Peak Hour Factor	0.79	0.79	0.79	0.84	0.84	0.84	0.85	0.85	0.85	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	4	4	4	2	2	2	2	2	2
Cap, veh/h	420	1343	287	440	1436	153	122	559	477	169	517	476
Arrive On Green	0.03	0.47	0.47	0.00	0.45	0.45	0.03	0.30	0.30	0.01	0.28	0.28
Sat Flow, veh/h	1739	2844	607	1753	3189	339	1781	1870	1579	1781	1870	1578
Grp Volume(v), veh/h	1	213	215	4	245	252	59	415	108	20	680	53
Grp Sat Flow(s),veh/h/ln	1739	1735	1716	1753	1749	1779	1781	1870	1579	1781	1870	1578
Q Serve(g_s), s	0.0	8.9	9.1	0.1	10.8	10.9	2.8	24.0	6.1	1.0	33.2	2.9
Cycle Q Clear(g_c), s	0.0	8.9	9.1	0.1	10.8	10.9	2.8	24.0	6.1	1.0	33.2	2.9
Prop In Lane	1.00		0.35	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	420	819	810	440	788	801	122	559	477	169	517	476
V/C Ratio(X)	0.00	0.26	0.27	0.01	0.31	0.31	0.48	0.74	0.23	0.12	1.31	0.11
Avail Cap(c_a), veh/h	507	819	810	551	788	801	137	559	477	224	517	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	19.1	19.1	18.1	21.1	21.1	34.0	37.9	31.4	32.6	43.4	30.3
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.0	1.0	1.0	1.1	5.3	0.2	0.1	154.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	3.6	0.1	4.4	4.5	1.3	11.7	2.3	0.4	37.4	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	19.8	19.9	18.1	22.1	22.1	35.1	43.1	31.6	32.7	198.0	30.4
LnGrp LOS	B	B	B	B	C	C	D	D	C	C	F	C
Approach Vol, veh/h		429			501			582			753	
Approach Delay, s/veh		19.9			22.1			40.2			181.9	
Approach LOS		B			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	40.0	9.0	60.0	8.3	42.7	6.4	62.7
Change Period (Y+Rc), s	6.8	6.8	* 6	* 6	6.8	6.8	* 6	* 6
Max Green Setting (Gmax), s	5.2	33.2	* 9	* 47	5.2	33.2	* 8	* 48
Max Q Clear Time (g_c+I1), s	4.8	35.2	2.0	12.9	3.0	26.0	2.1	11.1
Green Ext Time (p_c), s	0.0	0.0	0.0	1.5	0.0	1.1	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	79.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	521	7	0	590	0	24
Future Volume (vph)	521	7	0	590	0	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		25	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.998					0.865
Flt Protected						
Satd. Flow (prot)	5075	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	5075	0	0	3539	0	1611
Link Speed (mph)	35			35	30	
Link Distance (ft)	1418			240	195	
Travel Time (s)	27.6			4.7	4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	566	8	0	641	0	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	574	0	0	641	0	26
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Right	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.2%		ICU Level of Service A	
Analysis Period (min) 15			

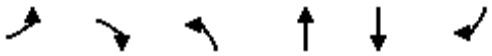
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	521	7	0	590	0	24
Future Vol, veh/h	521	7	0	590	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	566	8	0	641	0	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	287
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	605
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	605
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	605	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-
HCM Control Delay (s)	11.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	21	19	751	1033	32
Future Volume (vph)	14	21	19	751	1033	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	30			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.918				0.995	
Flt Protected	0.981		0.950			
Satd. Flow (prot)	1678	0	1770	3539	3522	0
Flt Permitted	0.981		0.950			
Satd. Flow (perm)	1678	0	1770	3539	3522	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	259			297	273	
Travel Time (s)	5.9			5.8	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	23	21	816	1123	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	21	816	1158	0
Enter Blocked Intersection	No	No	Yes	Yes	Yes	Yes
Lane Alignment	L NA	Right	Left	Right	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

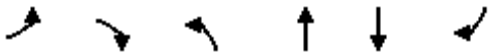
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	21	19	751	1033	32
Future Vol, veh/h	14	21	19	751	1033	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	30	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	23	21	816	1123	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1591	579	1158	0	-	0
Stage 1	1141	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	98	458	599	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	458	599	-	-	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.1	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	599	-	181	-	-
HCM Lane V/C Ratio	0.034	-	0.21	-	-
HCM Control Delay (s)	11.2	-	30.1	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	1	10	729	1041	13
Future Volume (vph)	29	1	10	729	1041	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.996				0.998	
Flt Protected	0.954			0.999		
Satd. Flow (prot)	1770	0	0	3470	3499	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1770	0	0	3470	3499	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	1161			95	1408	
Travel Time (s)	31.7			1.9	27.4	
Peak Hour Factor	0.81	0.81	0.79	0.79	0.86	0.86
Heavy Vehicles (%)	2%	2%	0%	4%	3%	0%
Adj. Flow (vph)	36	1	13	923	1210	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	936	1225	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	1	10	729	1041	13
Future Vol, veh/h	29	1	10	729	1041	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	79	79	86	86
Heavy Vehicles, %	2	2	0	4	3	0
Mvmt Flow	36	1	13	923	1210	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1706	613	1225	0	-	0
Stage 1	1218	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.1	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.2	-	-	-
Pot Cap-1 Maneuver	82	435	576	-	-	-
Stage 1	243	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	435	576	-	-	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	84	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	576	-	80	-	-
HCM Lane V/C Ratio	0.022	-	0.463	-	-
HCM Control Delay (s)	11.4	0.3	84	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.9	-	-

1004: Groesbeck Hwy & Utica Rd (Push Button) Performance by movement

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	3.7	0.1	0.2	0.0	0.0	0.0	2.4	0.2	0.3	0.2	0.0	0.0
Total Del/Veh (s)	34.1	31.9	20.0	112.5	49.4	66.3	64.2	20.3	7.7	45.6	36.7	29.2

1004: Groesbeck Hwy & Utica Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	39.1

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	3.0	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	75.5	38.4	15.4	58.3	45.0	28.5	62.2	16.0	4.1	47.4	30.2	16.1

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	32.8

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.0	17.0	11.7	20.9	24.0	5.0	28.9	51.3	14.6	63.4	33.5	5.8

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	28.6

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Total Del/Veh (s)	23.4	13.7	4.2	18.6	16.4	12.6	50.1	50.7	49.1	28.9	45.5	46.1

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	34.8

1158: Utica Rd & Garfield Rd (Push Button) Performance by movement

Movement	NBT	SBT	SWL	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.2
Total Del/Veh (s)	0.8	6.7	17.1	6.1

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.4	0.2	2.5	0.5	3.3	0.0	0.0	0.0	0.3	0.2	3.8
Total Del/Veh (s)	65.2	50.2	28.6	64.0	48.3	43.9	168.5	168.5	168.3	23.5	27.5	13.8

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	79.0

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	2.7	0.2	1.9	3.5	0.5	0.4
Total Del/Veh (s)	45.2	38.1	21.5	21.1	3.7	3.0	23.1	5.7	2.7	48.7	51.6	15.8

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	7.8

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.2	0.1	0.2	0.0	0.0	0.0	3.4	0.6	3.5	28.0	42.5	51.3
Total Del/Veh (s)	2.1	15.3	8.0	0.4	21.1	12.8	39.4	34.3	9.3	156.3	154.8	99.8

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	15.3
Total Del/Veh (s)	66.8

5001: Access 1 (14M) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.1	0.6	1.3	3.6	1.3

5002: Utica Rd (Push Button) & Access 2 (Utica) Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	18.0	7.5	6.6	3.2	3.2	2.4	3.4

9022: Utica Rd & Admiral St (Push Button) Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.2	36.0	7.3	0.3	25.3	23.1	14.8

Total Zone Performance

Denied Del/Veh (s)	5.3
Total Del/Veh (s)	1368.6



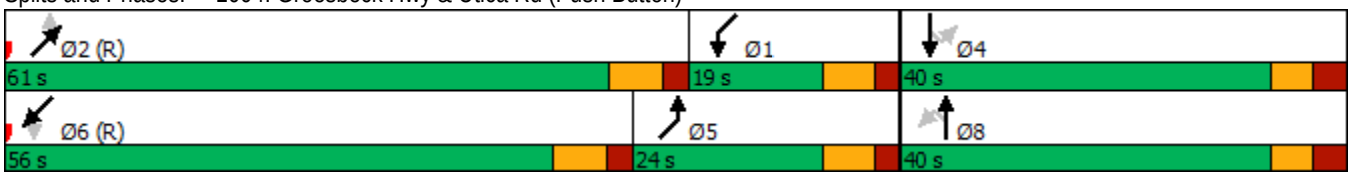
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	618	129	17	595	339	491	1817	15	157	1097	13
Future Volume (vph)	0	618	129	17	595	339	491	1817	15	157	1097	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	230		0	500		0	500		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00				
Frt		0.974			0.946			0.999			0.998	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	1863	3447	0	1770	3348	0	1752	5030	0	1736	4978	0
Flt Permitted				0.121			0.155			0.082		
Satd. Flow (perm)	1863	3447	0	225	3348	0	286	5030	0	150	4978	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			92			1			2	
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		1003			1650			1203			2487	
Travel Time (s)		19.5			32.1			16.4			33.9	
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.89	0.89	0.89	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	719	150	18	640	365	552	2042	17	171	1192	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	869	0	18	1005	0	552	2059	0	171	1206	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	L NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	*0.90	*0.90	*0.80	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	18		9	18		12	18		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25		25	0		25	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		12.0	45.0		12.0	37.0	
Total Split (s)	40.0	40.0		40.0	40.0		24.0	61.0		19.0	56.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		20.0%	50.8%		15.8%	46.7%	
Maximum Green (s)	33.1	33.1		33.1	33.1		17.0	54.0		12.0	49.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	3.3	3.3		3.3	3.3		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.9	6.9		7.0	7.0		7.0	7.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2		3.0	0.2	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0		10.0	10.0			8.0			7.0	
Flash Dont Walk (s)	35.1	35.1		35.1	35.1			30.0			23.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		33.1		33.1	33.1		71.0	54.0		61.0	49.0	
Actuated g/C Ratio		0.28		0.28	0.28		0.59	0.45		0.51	0.41	
v/c Ratio		0.90		0.29	1.02		1.47	0.91		0.73	0.59	
Control Delay		54.3		20.2	29.9		255.7	37.9		37.4	48.0	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		54.3		20.2	29.9		255.7	37.9		37.4	48.0	
LOS		D		C	C		F	D		D	D	
Approach Delay		54.3			29.8			83.9			46.7	
Approach LOS		D			C			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 5 (4%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.47			
Intersection Signal Delay: 61.4		Intersection LOS: E	
Intersection Capacity Utilization 93.4%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1004: Groesbeck Hwy & Utica Rd (Push Button)



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	618	129	17	595	339	491	1817	15	157	1097	13
Future Volume (veh/h)	0	618	129	17	595	339	491	1817	15	157	1097	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	0	719	150	18	640	365	552	2042	17	171	1192	14
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.89	0.89	0.89	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	4	4	4
Cap, veh/h	60	807	168	85	601	343	416	2332	19	245	2091	25
Arrive On Green	0.00	0.28	0.28	0.09	0.09	0.09	0.14	0.45	0.45	0.10	0.41	0.41
Sat Flow, veh/h	561	2927	610	637	2180	1243	1767	5182	43	1753	5120	60
Grp Volume(v), veh/h	0	436	433	18	522	483	552	1331	728	171	780	426
Grp Sat Flow(s),veh/h/ln	561	1777	1760	637	1777	1647	1767	1689	1848	1753	1675	1830
Q Serve(g_s), s	0.0	28.3	28.3	3.4	33.1	33.1	17.0	42.9	43.0	6.4	21.5	21.6
Cycle Q Clear(g_c), s	0.0	28.3	28.3	31.7	33.1	33.1	17.0	42.9	43.0	6.4	21.5	21.6
Prop In Lane	1.00		0.35	1.00		0.76	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	60	490	486	85	490	454	416	1520	831	245	1368	747
V/C Ratio(X)	0.00	0.89	0.89	0.21	1.06	1.06	1.33	0.88	0.88	0.70	0.57	0.57
Avail Cap(c_a), veh/h	60	490	486	85	490	454	416	1520	831	245	1368	747
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	41.7	41.7	68.0	54.5	54.5	44.6	29.9	30.0	50.0	27.4	27.4
Incr Delay (d2), s/veh	0.0	18.1	18.3	1.2	58.8	60.4	163.6	7.4	12.5	8.3	1.7	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.6	14.5	0.6	23.8	22.2	30.1	17.5	20.4	5.1	8.4	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	59.8	60.0	69.2	113.3	114.9	208.3	37.3	42.5	58.3	29.1	30.5
LnGrp LOS	A	E	E	E	F	F	F	D	D	E	C	C
Approach Vol, veh/h		869			1023			2611			1377	
Approach Delay, s/veh		59.9			113.3			74.9			33.2	
Approach LOS		E			F			E			C	

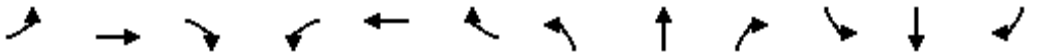
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	61.0		40.0	24.0	56.0		40.0				
Change Period (Y+Rc), s	* 7	* 7		* 6.9	* 7	* 7		* 6.9				
Max Green Setting (Gmax), s	* 12	* 54		* 33	* 17	* 49		* 33				
Max Q Clear Time (g_c+I1), s	8.4	0.0		35.1	19.0	0.0		30.3				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		69.6	
HCM 6th LOS		E	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



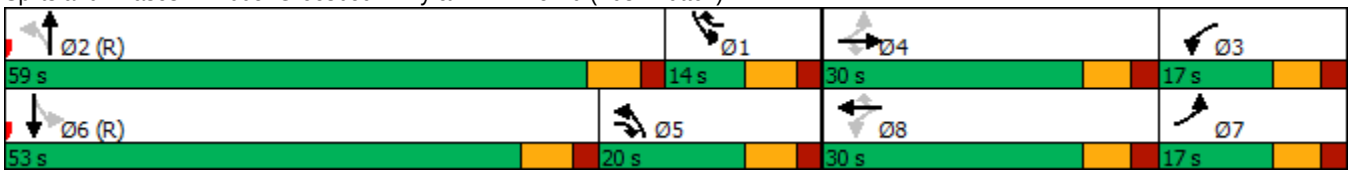
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	584	141	65	407	65	227	1349	216	81	1083	162
Future Volume (vph)	91	584	141	65	407	65	227	1349	216	81	1083	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		190	500		210	500		0	500		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.996	0.850		0.998	0.850		0.979			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3344	1427	1752	3351	1427	1752	4930	0	1752	4935	0
Flt Permitted	0.288			0.192			0.118			0.081		
Satd. Flow (perm)	531	3344	1427	354	3351	1427	218	4930	0	149	4935	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2	106		1	98		32			27	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2921			1459			3140			564	
Travel Time (s)		44.3			22.1			42.8			7.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	101	649	157	73	457	73	244	1451	232	89	1190	178
Shared Lane Traffic (%)			10%			10%						
Lane Group Flow (vph)	101	665	141	73	464	66	244	1683	0	89	1368	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.90	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	18		9	18		9	18		9	18		9
Number of Detectors	1	1	1	1	1	1	1	0		1	0	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	20	25	25	20	25	0		25	0	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												

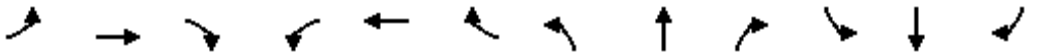
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	14.0	12.0	12.0	14.0	12.0	12.0	38.0		12.0	38.0	
Total Split (s)	17.0	30.0	20.0	17.0	30.0	14.0	20.0	59.0		14.0	53.0	
Total Split (%)	14.2%	25.0%	16.7%	14.2%	25.0%	11.7%	16.7%	49.2%		11.7%	44.2%	
Maximum Green (s)	10.2	23.2	13.0	10.2	23.2	7.0	13.0	52.0		7.0	46.0	
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7		4.7	4.7	
All-Red Time (s)	2.5	2.5	2.3	2.5	2.5	2.3	2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.8	7.0	7.0	7.0		7.0	7.0	
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.2		3.0	0.2	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		10.0			10.0			7.0			7.0	
Flash Dont Walk (s)		27.2			27.2			24.0			24.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	31.4	24.3	43.8	28.0	20.8	34.3	69.4	56.7		57.4	50.7	
Actuated g/C Ratio	0.26	0.20	0.36	0.23	0.17	0.29	0.58	0.47		0.48	0.42	
v/c Ratio	0.45	0.98	0.24	0.44	0.80	0.14	0.85	0.72		0.56	0.65	
Control Delay	42.4	87.0	19.3	47.2	58.3	2.8	48.1	9.4		45.2	29.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	42.4	87.0	19.3	47.2	58.3	2.8	48.1	9.4		45.2	29.5	
LOS	D	F	B	D	E	A	D	A		D	C	
Approach Delay		71.5			50.9			14.3			30.4	
Approach LOS		E			D			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 95 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 34.2		Intersection LOS: C	
Intersection Capacity Utilization 81.9%		ICU Level of Service D	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1005: Groesbeck Hwy & E 14 Mile Rd (Push Button)



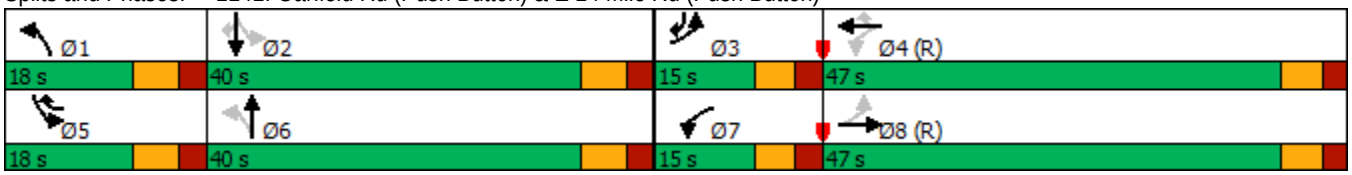


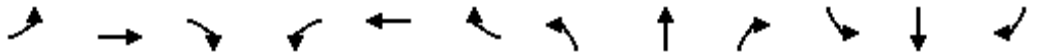
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	527	16	8	556	214	19	349	57	235	282	123
Future Volume (vph)	121	527	16	8	556	214	19	349	57	235	282	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	500		200	130		0	325		170
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00					0.99	1.00	1.00		1.00		0.99
Frt		0.995				0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3487	0	1770	3539	1583	1770	3458	0	1770	3539	1583
Flt Permitted	0.317			0.426			0.570			0.242		
Satd. Flow (perm)	584	3487	0	794	3539	1560	1061	3458	0	450	3539	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				223		15				129
Link Speed (mph)		35			35			30			40	
Link Distance (ft)		838			1009			277			448	
Travel Time (s)		16.3			19.7			6.3			7.6	
Confl. Peds. (#/hr)	2					2	1		2	2		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	133	579	18	9	604	233	22	397	65	247	297	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	597	0	9	604	233	22	462	0	247	297	129
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left	Thru		Left		Right		Thru		Left	Thru	Right
Leading Detector (ft)	25	25		25	25	25	25	25		25	25	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	8		7	4	5	1	6		5	2	3
Permitted Phases	8			4		4	6			2		2
Detector Phase	3	8		7	4	5	1	6		5	2	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	12.0		3.0	12.0	3.0	3.0	6.0		3.0	6.0	3.0
Minimum Split (s)	9.5	18.0		9.5	18.0	9.5	9.5	13.0		9.5	13.0	9.5
Total Split (s)	15.0	47.0		15.0	47.0	18.0	18.0	40.0		18.0	40.0	15.0
Total Split (%)	12.5%	39.2%		12.5%	39.2%	15.0%	15.0%	33.3%		15.0%	33.3%	12.5%
Maximum Green (s)	9.0	41.0		9.0	41.0	11.5	11.5	33.5		11.5	33.5	9.0
Yellow Time (s)	3.6	3.6		3.6	3.6	4.0	4.0	4.0		4.0	4.0	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4	2.5	2.5	2.5		2.5	2.5	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.5	6.5	6.5		6.5	6.5	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0		1.0	3.0	1.0	1.0	3.0		1.0	3.0	1.0
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			20.0			17.5			16.5	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	68.6	66.5		58.5	54.7	65.7	25.5	20.9		38.7	31.9	40.3
Actuated g/C Ratio	0.57	0.55		0.49	0.46	0.55	0.21	0.17		0.32	0.27	0.34
v/c Ratio	0.32	0.31		0.02	0.37	0.24	0.09	0.75		0.91	0.32	0.21
Control Delay	16.6	13.5		6.8	13.4	0.9	19.2	33.6		69.9	36.8	4.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	16.6	13.5		6.8	13.4	0.9	19.2	33.6		69.9	36.8	4.8
LOS	B	B		A	B	A	B	C		E	D	A
Approach Delay		14.1			9.9			33.0			42.8	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 104 (87%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 75.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button)

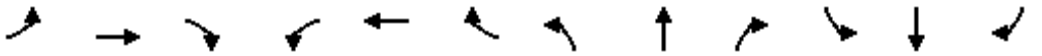




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	527	16	8	556	214	19	349	57	235	282	123
Future Volume (veh/h)	121	527	16	8	556	214	19	349	57	235	282	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	579	18	9	604	233	22	397	65	247	297	129
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	1856	58	469	1722	919	236	482	78	259	851	463
Arrive On Green	0.11	1.00	1.00	0.01	0.48	0.48	0.01	0.16	0.16	0.10	0.24	0.24
Sat Flow, veh/h	1767	3490	108	1781	3554	1583	1781	3059	497	1781	3554	1581
Grp Volume(v), veh/h	133	292	305	9	604	233	22	229	233	247	297	129
Grp Sat Flow(s),veh/h/ln	1767	1763	1836	1781	1777	1583	1781	1777	1779	1781	1777	1581
Q Serve(g_s), s	4.5	0.0	0.0	0.3	12.7	8.7	1.2	15.0	15.2	11.5	8.3	7.5
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.3	12.7	8.7	1.2	15.0	15.2	11.5	8.3	7.5
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	402	937	976	469	1722	919	236	280	280	259	851	463
V/C Ratio(X)	0.33	0.31	0.31	0.02	0.35	0.25	0.09	0.82	0.83	0.95	0.35	0.28
Avail Cap(c_a), veh/h	439	937	976	591	1722	919	382	496	497	259	992	526
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	15.6	19.2	12.4	41.7	48.9	49.0	41.4	37.9	32.7
Incr Delay (d2), s/veh	0.1	0.6	0.6	0.0	0.6	0.7	0.1	5.8	6.3	42.4	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.1	0.1	0.1	5.3	3.1	0.6	7.1	7.2	4.8	3.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	0.6	0.6	15.6	19.8	13.0	41.7	54.7	55.2	83.8	38.1	33.0
LnGrp LOS	B	A	A	B	B	B	D	D	E	F	D	C
Approach Vol, veh/h		730			846			484			673	
Approach Delay, s/veh		2.9			17.9			54.4			53.9	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	35.2	12.4	64.2	18.0	25.4	6.8	69.8
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	11.5	33.5	9.0	41.0	11.5	33.5	9.0	41.0
Max Q Clear Time (g_c+I1), s	3.2	10.3	6.5	14.7	13.5	17.2	2.3	2.0
Green Ext Time (p_c), s	0.0	1.4	0.0	3.2	0.0	1.3	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

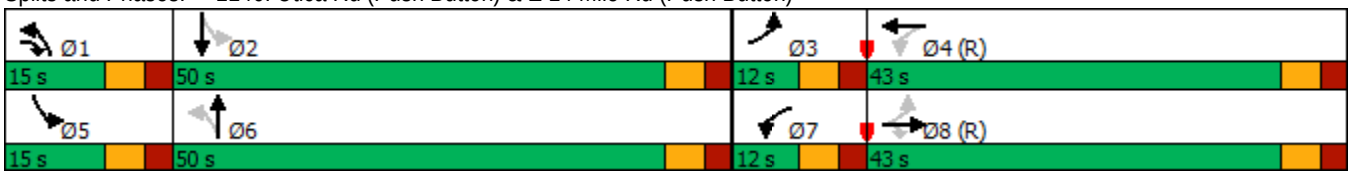


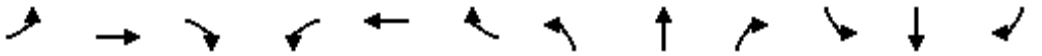
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	381	54	48	365	293	70	927	39	229	891	88
Future Volume (vph)	157	381	54	48	365	293	70	927	39	229	891	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	250		0	0		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				0.99			1.00			1.00	
Frt			0.850		0.933			0.994			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3280	0	1770	3516	0	1770	3485	0
Flt Permitted	0.203			0.479			0.119			0.088		
Satd. Flow (perm)	378	3539	1583	892	3280	0	222	3516	0	164	3485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			84		174			4			10	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		235			838			263			1233	
Travel Time (s)		4.6			16.3			5.1			24.0	
Confl. Peds. (#/hr)	2					2	3		3	3		3
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.91	0.91	0.91	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	173	419	59	52	397	318	77	1019	43	246	958	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	419	59	52	715	0	77	1062	0	246	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		12	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	25	25	25		25	25		25	25	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	12.1	9.5	9.5	12.1		9.5	12.1		9.5	12.1	
Total Split (s)	12.0	43.0	15.0	12.0	43.0		15.0	50.0		15.0	50.0	
Total Split (%)	10.0%	35.8%	12.5%	10.0%	35.8%		12.5%	41.7%		12.5%	41.7%	
Maximum Green (s)	5.9	36.9	8.9	5.9	36.9		8.9	43.9		8.9	43.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1		6.1	6.1		6.1	6.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	3.0	1.0	1.0	3.0		1.0	3.0		1.0	3.0	
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		16.9			20.9			22.9			20.9	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	48.5	42.7	55.1	43.6	38.5		47.2	40.8		52.5	45.4	
Actuated g/C Ratio	0.40	0.36	0.46	0.36	0.32		0.39	0.34		0.44	0.38	
v/c Ratio	0.73	0.33	0.08	0.14	0.61		0.46	0.89		1.29	0.79	
Control Delay	66.9	52.4	11.6	7.1	6.1		24.4	21.2		187.0	36.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	66.9	52.4	11.6	7.1	6.1		24.4	21.2		187.0	36.4	
LOS	E	D	B	A	A		C	C		F	D	
Approach Delay		52.5			6.2			21.4			65.0	
Approach LOS		D			A			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 115 (96%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay: 38.3		Intersection LOS: D	
Intersection Capacity Utilization 90.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button)

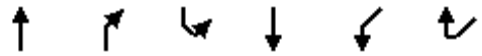




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	381	54	48	365	293	70	927	39	229	891	88
Future Volume (veh/h)	157	381	54	48	365	293	70	927	39	229	891	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	419	59	52	397	318	77	1019	43	246	958	95
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.91	0.91	0.91	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	328	1327	658	377	665	528	170	1111	47	212	1149	114
Arrive On Green	0.05	0.37	0.37	0.06	0.71	0.71	0.04	0.32	0.32	0.02	0.12	0.12
Sat Flow, veh/h	1781	3554	1583	1781	1882	1493	1781	3474	147	1781	3264	324
Grp Volume(v), veh/h	173	419	59	52	375	340	77	521	541	246	521	532
Grp Sat Flow(s),veh/h/ln	1781	1777	1583	1781	1777	1599	1781	1777	1843	1781	1777	1811
Q Serve(g_s), s	5.9	10.0	2.7	2.2	12.8	13.1	3.5	33.9	33.9	8.9	34.5	34.5
Cycle Q Clear(g_c), s	5.9	10.0	2.7	2.2	12.8	13.1	3.5	33.9	33.9	8.9	34.5	34.5
Prop In Lane	1.00		1.00	1.00		0.93	1.00		0.08	1.00		0.18
Lane Grp Cap(c), veh/h	328	1327	658	377	628	565	170	568	590	212	626	638
V/C Ratio(X)	0.53	0.32	0.09	0.14	0.60	0.60	0.45	0.92	0.92	1.16	0.83	0.83
Avail Cap(c_a), veh/h	328	1327	658	413	628	565	227	650	674	212	650	663
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	26.7	21.3	23.1	13.3	13.3	30.1	39.3	39.3	34.0	49.6	49.6
Incr Delay (d2), s/veh	0.8	0.6	0.3	0.1	3.9	4.5	0.7	16.6	16.2	111.6	8.9	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.3	1.1	0.9	4.2	3.9	1.5	17.1	17.6	10.9	18.0	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	27.3	21.6	23.2	17.2	17.8	30.8	55.9	55.5	145.6	58.5	58.3
LnGrp LOS	C	C	C	C	B	B	C	E	E	F	E	E
Approach Vol, veh/h		651			767			1139			1299	
Approach Delay, s/veh		27.0			17.9			54.0			74.9	
Approach LOS		C			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	48.3	12.0	48.5	15.0	44.5	9.6	50.9
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	8.9	43.9	5.9	36.9	8.9	43.9	5.9	36.9
Max Q Clear Time (g_c+I1), s	5.5	36.5	7.9	15.1	10.9	35.9	4.2	12.0
Green Ext Time (p_c), s	0.0	2.4	0.0	2.4	0.0	2.5	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	49.3
HCM 6th LOS	D



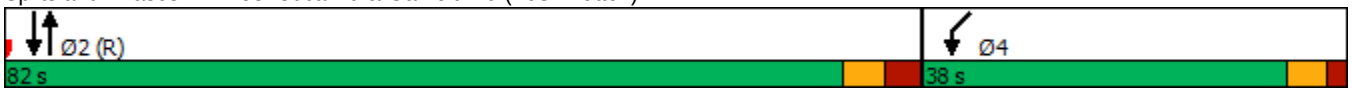
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1060	0	0	873	312	2
Future Volume (vph)	1060	0	0	873	312	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt					0.999	
Flt Protected					0.953	
Satd. Flow (prot)	3539	0	0	3505	1756	0
Flt Permitted					0.953	
Satd. Flow (perm)	3539	0	0	3505	1756	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	30	
Link Distance (ft)	132			95	123	
Travel Time (s)	2.6			1.9	2.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.95	0.95	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1128	0	0	919	380	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1128	0	0	919	382	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	*0.90	1.00
Turning Speed (mph)		9	15		20	9
Number of Detectors	1			1	1	
Detector Template	Thru			Thru	Left	
Leading Detector (ft)	25			25	25	
Trailing Detector (ft)	0			0	0	
Turn Type	NA			NA	Prot	
Protected Phases	2			2	4	
Permitted Phases						
Detector Phase	2			2	4	
Switch Phase						

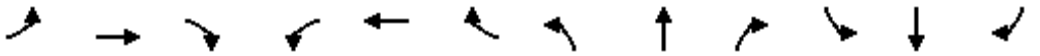
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	6.0			6.0	6.0	
Minimum Split (s)	25.1			25.1	12.0	
Total Split (s)	82.0			82.0	38.0	
Total Split (%)	68.3%			68.3%	31.7%	
Maximum Green (s)	74.9			74.9	32.4	
Yellow Time (s)	3.6			3.6	3.6	
All-Red Time (s)	3.5			3.5	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	7.1			7.1	5.6	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	0.2			0.2	0.2	
Minimum Gap (s)	0.2			0.2	0.2	
Time Before Reduce (s)	0.0			0.0	0.0	
Time To Reduce (s)	0.0			0.0	0.0	
Recall Mode	Max			Max	Max	
Walk Time (s)	5.0			5.0	5.0	
Flash Dont Walk (s)	6.9			6.9	11.4	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	74.9			74.9	32.4	
Actuated g/C Ratio	0.62			0.62	0.27	
v/c Ratio	0.51			0.42	0.81	
Control Delay	8.6			25.2	30.2	
Queue Delay	0.0			0.0	0.0	
Total Delay	8.6			25.2	30.2	
LOS	A			C	C	
Approach Delay	8.6			25.2	30.2	
Approach LOS	A			C	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 98.1%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1158: Utica Rd & Garfield Rd (Push Button)





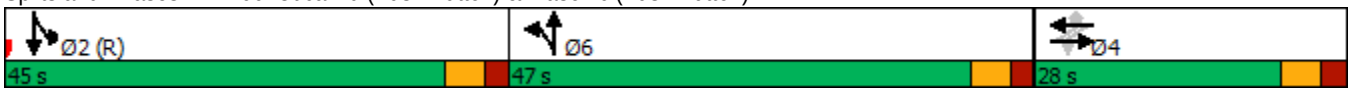
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	119	30	16	96	246	23	1136	7	131	971	23
Future Volume (vph)	82	119	30	16	96	246	23	1136	7	131	971	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		0	500		132	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00		1.00								
Frt		0.970				0.850		0.999			0.997	
Flt Protected	0.950			0.950				0.999			0.994	
Satd. Flow (prot)	1787	1819	0	1770	1863	1583	0	3567	0	0	3507	0
Flt Permitted	0.690			0.424				0.999			0.994	
Satd. Flow (perm)	1298	1819	0	788	1863	1583	0	3567	0	0	3507	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		9						1			2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1050			1152			619			374	
Travel Time (s)		23.9			26.2			12.1			7.3	
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.72	0.72	0.72	0.93	0.93	0.93	0.95	0.95	0.95	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	114	165	42	17	103	265	24	1196	7	147	1091	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	207	0	17	103	265	0	1227	0	0	1264	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	*0.90	*0.90	*0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	15		9	18		9	18		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25	25	20	25		20	25	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		4			4		6	6		2	2	
Permitted Phases	4			4		4						
Detector Phase	4	4		4	4	4	6	6		2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	12.0	12.0		12.0	12.0	
Total Split (s)	28.0	28.0		28.0	28.0	28.0	47.0	47.0		45.0	45.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%	23.3%	39.2%	39.2%		37.5%	37.5%	
Maximum Green (s)	22.0	22.0		22.0	22.0	22.0	41.3	41.3		39.3	39.3	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	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		5.7			5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	Max	Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0	14.0	21.3	21.3		10.3	10.3	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)	21.1	21.1		21.1	21.1	21.1		41.3			40.2	
Actuated g/C Ratio	0.18	0.18		0.18	0.18	0.18		0.34			0.34	
v/c Ratio	0.50	0.63		0.12	0.31	0.95		1.00			1.07	
Control Delay	52.8	53.1		43.6	45.7	92.6		57.0			87.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	52.8	53.1		43.6	45.7	92.6		57.0			87.5	
LOS	D	D		D	D	F		E			F	
Approach Delay		53.0			77.9			57.0			87.5	
Approach LOS		D			E			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 43 (36%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 71.2		Intersection LOS: E	
Intersection Capacity Utilization 91.5%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1266: Utica Rd (Push Button) & Masonic (Push Button)

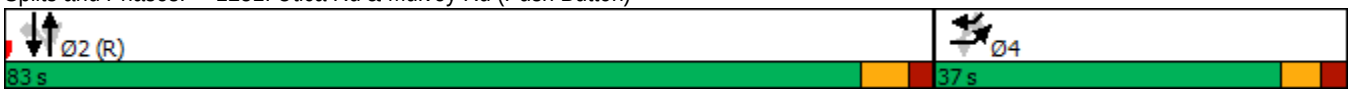


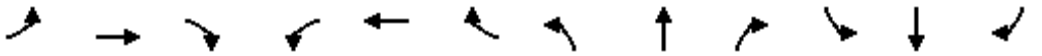
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	65	21	18	18	1452	35	12	1213	54	31	23	27
Future Volume (vph)	65	21	18	18	1452	35	12	1213	54	31	23	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		0	0	500		115	500		85	20	0	
Storage Lanes		1	0	1		1	1		1	1	1	
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00									0.98	
Frt		0.976				0.850			0.850		0.850	
Flt Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1780	0	1787	3574	1599	1770	3539	1583	1805	1615	0
Flt Permitted		0.774		0.194			0.133			0.675		
Satd. Flow (perm)	0	1431	0	365	3574	1599	248	3539	1583	1282	1590	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32				27			31		33	
Link Speed (mph)		25			35			35		25		
Link Distance (ft)		1070			999			1047		1199		
Travel Time (s)		29.2			19.5			20.4		32.7		
Confl. Peds. (#/hr)	3											3
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.95	0.95	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Adj. Flow (vph)	71	23	20	19	1561	38	13	1277	57	38	28	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	0	19	1561	38	13	1277	57	38	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			12			12		12		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Left		Left	Thru	Right	Left	Thru	Right	Left	Right	
Leading Detector (ft)	20	25		25	25	25	25	25	25	25	25	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Turn Type	D.Pm	Prot		Perm	NA	Perm	Perm	NA	Perm	D.Pm	Over	
Protected Phases		4			2			2			4	
Permitted Phases	4			2		2	2		2	4	4	
Detector Phase	4	4		2	2	2	2	2	2	4	4	
Switch Phase												

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	15.0	15.0		10.0	10.0	10.0	10.0	10.0	10.0	15.0	15.0	
Minimum Split (s)	21.0	21.0		27.0	27.0	27.0	27.0	27.0	27.0	21.0	21.0	
Total Split (s)	37.0	37.0		83.0	83.0	83.0	83.0	83.0	83.0	37.0	37.0	
Total Split (%)	30.8%	30.8%		69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	
Maximum Green (s)	31.0	31.0		76.5	76.5	76.5	76.5	76.5	76.5	31.0	31.0	
Yellow Time (s)	3.5	3.5		4.3	4.3	4.3	4.3	4.3	4.3	3.5	3.5	
All-Red Time (s)	2.5	2.5		2.2	2.2	2.2	2.2	2.2	2.2	2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0		6.5	6.5	6.5	6.5	6.5	6.5	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	25.0	25.0		15.5	15.5	15.5	15.5	15.5	15.5	25.0	25.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	
Act Effct Green (s)		15.2		92.3	92.3	92.3	92.3	92.3	92.3	15.2	15.2	
Actuated g/C Ratio		0.13		0.77	0.77	0.77	0.77	0.77	0.77	0.13	0.13	
v/c Ratio		0.55		0.07	0.57	0.03	0.07	0.47	0.05	0.23	0.26	
Control Delay		45.6		3.0	3.6	1.0	4.4	5.7	1.9	51.1	28.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		45.6		3.0	3.6	1.0	4.4	5.7	1.9	51.1	28.6	
LOS		D		A	A	A	A	A	A	D	C	
Approach Delay		45.6			3.5			5.5		37.2		
Approach LOS		D			A			A		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 94 (78%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 81.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1281: Utica Rd & Mulvey Rd (Push Button)





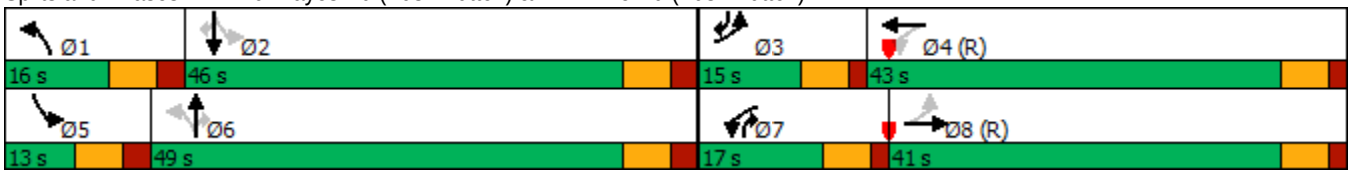
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	432	97	45	338	55	86	535	106	33	462	71
Future Volume (vph)	80	432	97	45	338	55	86	535	106	33	462	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		0	500		0	150		180	200		300
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	0.99				0.98			0.99
Frt		0.973			0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3429	0	1770	3445	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.401			0.339			0.164			0.123		
Satd. Flow (perm)	740	3429	0	631	3445	0	305	1863	1556	229	*2000	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			16				89			89
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1276			2865			1075			1095	
Travel Time (s)		19.3			43.4			24.4			24.9	
Confl. Peds. (#/hr)	7		1	1		7	1		3	3		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	92	497	111	54	407	66	91	563	112	35	491	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	608	0	54	473	0	91	563	112	35	491	76
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	25	25		25	25		25	25	25	25	25	25
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	3	8		7	4		1	6	7	5	2	3
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	7	5	2	3
Switch Phase												

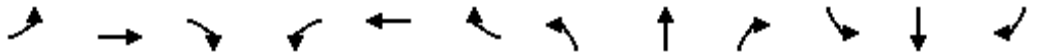
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	6.0	3.0	3.0	6.0	3.0
Minimum Split (s)	9.5	12.0		9.5	12.0		9.8	13.0	9.5	9.8	13.0	9.5
Total Split (s)	15.0	41.0		17.0	43.0		16.0	49.0	17.0	13.0	46.0	15.0
Total Split (%)	12.5%	34.2%		14.2%	35.8%		13.3%	40.8%	14.2%	10.8%	38.3%	12.5%
Maximum Green (s)	9.0	35.0		11.0	37.0		9.2	42.2	11.0	6.2	39.2	9.0
Yellow Time (s)	4.3	4.3		4.3	4.3		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.7	1.7		1.7	1.7		2.5	2.5	1.7	2.5	2.5	1.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.8	6.8	6.0	6.8	6.8	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	3.0		0.2	3.0		0.2	3.0	0.2	0.2	3.0	0.2
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max		Min	C-Max		None	None	Min	Min	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		15.0			15.0			14.2			14.2	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	51.8	45.6		49.0	44.2		46.2	39.8	45.5	41.8	37.6	44.7
Actuated g/C Ratio	0.43	0.38		0.41	0.37		0.38	0.33	0.38	0.35	0.31	0.37
v/c Ratio	0.25	0.46		0.18	0.37		0.47	0.91	0.17	0.27	0.84	0.12
Control Delay	21.1	29.5		16.7	24.1		27.9	58.3	6.2	24.0	52.3	3.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	29.5		16.7	24.1		27.9	58.3	6.2	24.0	52.3	3.2
LOS	C	C		B	C		C	E	A	C	D	A
Approach Delay		28.4			23.3			47.0			44.4	
Approach LOS		C			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 87 (73%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 36.6		Intersection LOS: D	
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	432	97	45	338	55	86	535	106	33	462	71
Future Volume (veh/h)	80	432	97	45	338	55	86	535	106	33	462	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	497	111	54	407	66	91	563	112	35	491	76
Peak Hour Factor	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	1160	258	347	1199	193	191	598	560	134	562	547
Arrive On Green	0.05	0.40	0.40	0.03	0.39	0.39	0.05	0.32	0.32	0.03	0.30	0.30
Sat Flow, veh/h	1781	2885	641	1781	3061	493	1781	1870	1581	1781	1870	1580
Grp Volume(v), veh/h	92	305	303	54	235	238	91	563	112	35	491	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1748	1781	1777	1776	1781	1870	1581	1781	1870	1580
Q Serve(g_s), s	3.7	14.9	15.0	2.2	11.1	11.3	4.2	35.2	5.9	1.6	29.9	4.0
Cycle Q Clear(g_c), s	3.7	14.9	15.0	2.2	11.1	11.3	4.2	35.2	5.9	1.6	29.9	4.0
Prop In Lane	1.00		0.37	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	715	703	347	696	696	191	598	560	134	562	547
V/C Ratio(X)	0.22	0.43	0.43	0.16	0.34	0.34	0.48	0.94	0.20	0.26	0.87	0.14
Avail Cap(c_a), veh/h	467	715	703	448	696	696	240	658	611	172	611	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	25.9	25.9	21.2	25.6	25.6	30.9	39.7	26.9	32.1	39.8	27.0
Incr Delay (d2), s/veh	0.1	1.9	1.9	0.1	1.3	1.3	0.7	20.9	0.2	0.4	12.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	6.4	6.4	0.9	4.8	4.9	1.8	19.4	2.2	0.7	15.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	27.7	27.9	21.3	26.9	27.0	31.6	60.6	27.1	32.5	52.3	27.1
LnGrp LOS	C	C	C	C	C	C	C	E	C	C	D	C
Approach Vol, veh/h		700			527			766			602	
Approach Delay, s/veh		26.9			26.4			52.3			48.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	42.9	11.4	53.0	10.4	45.2	10.2	54.3
Change Period (Y+Rc), s	6.8	6.8	* 6	* 6	6.8	6.8	* 6	* 6
Max Green Setting (Gmax), s	9.2	39.2	* 9	* 37	6.2	42.2	* 11	* 35
Max Q Clear Time (g_c+I1), s	6.2	31.9	5.7	13.3	3.6	37.2	4.2	17.0
Green Ext Time (p_c), s	0.0	1.2	0.0	1.3	0.0	1.2	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	565	6	0	523	0	21
Future Volume (vph)	565	6	0	523	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		25	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.998					0.865
Flt Protected						
Satd. Flow (prot)	5075	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	5075	0	0	3539	0	1611
Link Speed (mph)	35			35	30	
Link Distance (ft)	1422			235	195	
Travel Time (s)	27.7			4.6	4.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	614	7	0	568	0	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	621	0	0	568	0	23
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Right	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.0%		ICU Level of Service A	
Analysis Period (min) 15			

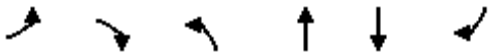
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	565	6	0	523	0	21
Future Vol, veh/h	565	6	0	523	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	614	7	0	568	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	311
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	584
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	584
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	584	-	-	-
HCM Lane V/C Ratio	0.039	-	-	-
HCM Control Delay (s)	11.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	13	17	1079	969	24
Future Volume (vph)	12	13	17	1079	969	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	30			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.930				0.996	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1691	0	1770	3539	3525	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1691	0	1770	3539	3525	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	317			307	263	
Travel Time (s)	7.2			6.0	5.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	13	14	18	1173	1053	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	18	1173	1079	0
Enter Blocked Intersection	No	No	Yes	Yes	Yes	Yes
Lane Alignment	L NA	Right	Left	Right	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

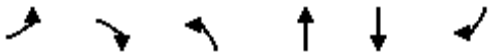
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	13	17	1079	969	24
Future Vol, veh/h	12	13	17	1079	969	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	30	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	14	18	1173	1053	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1689	540	1079	0	-	0
Stage 1	1066	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	84	486	642	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	82	486	642	-	-	-
Mov Cap-2 Maneuver	82	-	-	-	-	-
Stage 1	284	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.7	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	642	-	144	-	-
HCM Lane V/C Ratio	0.029	-	0.189	-	-
HCM Control Delay (s)	10.8	-	35.7	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	34	2	3	1062	871	111
Future Volume (vph)	34	2	3	1062	871	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.993				0.983	
Flt Protected	0.955					
Satd. Flow (prot)	1766	0	0	3539	3457	0
Flt Permitted	0.955					
Satd. Flow (perm)	1766	0	0	3539	3457	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	1161			95	1408	
Travel Time (s)	31.7			1.9	27.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.60	0.60	0.94	0.94	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	2%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	57	3	3	1130	937	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	1133	1056	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	2	3	1062	871	111
Future Vol, veh/h	34	2	3	1062	871	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	94	94	93	93
Heavy Vehicles, %	2	2	0	2	3	0
Mvmt Flow	57	3	3	1130	937	119

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1568	528	1056	0	-	0
Stage 1	997	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.1	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.2	-	-	-
Pot Cap-1 Maneuver	102	495	667	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	495	667	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	529	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	76.2	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	667	-	106	-	-
HCM Lane V/C Ratio	0.005	-	0.566	-	-
HCM Control Delay (s)	10.4	0.1	76.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	2.7	-	-

1004: Groesbeck Hwy & Utica Rd (Push Button) Performance by movement

Movement	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.3	0.0	0.0	0.0	17.0	14.4	4.7	0.1	0.0	0.0	6.6
Total Del/Veh (s)	42.8	32.0	133.7	51.0	53.5	188.8	45.8	35.3	81.3	45.1	45.9	60.4

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	3.3	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	51.7	60.7	16.0	52.6	49.0	33.4	42.5	33.9	15.4	61.0	27.2	10.7

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	36.3

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	27.5	14.1	16.6	16.1	14.2	4.2	43.5	40.3	5.8	62.6	29.5	6.4

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	23.8

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	53.6	38.2	14.8	28.5	27.8	25.7	31.4	13.4	11.3	52.0	23.2	21.9

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	26.0

1158: Utica Rd & Garfield Rd (Push Button) Performance by movement

Movement	NBT	SBT	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.0	8.2	16.1	0.3	6.9

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	301.4	367.5	285.6	3.1	0.9	3.3	0.0	0.3	0.0	0.2	0.6	0.0
Total Del/Veh (s)	684.6	575.7	417.2	94.4	106.6	140.1	46.4	55.4	61.6	61.6	67.2	65.8

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	28.2
Total Del/Veh (s)	107.3

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Denied Del/Veh (s)	0.3	0.1	0.2	0.0	0.0	0.3	2.6	0.3	2.1	3.0	0.1	0.2
Total Del/Veh (s)	40.6	51.7	32.2	24.5	5.3	3.9	23.6	7.0	2.7	47.7	50.8	13.7

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	8.3

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.1	0.2	0.2	0.0	0.0	0.0	3.3	0.9	3.1	2.6	0.6	2.9
Total Del/Veh (s)	21.5	27.6	22.4	19.4	12.7	11.5	56.0	55.2	28.5	42.4	33.5	5.8

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	32.3

5001: Access 1 (14M) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.5	2.8	1.6	3.5	2.1

5002: Utica Rd (Push Button) & Access 2 (Utica) Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.9	10.4	24.7	3.3	3.1	2.2	3.6

9022: Utica Rd & Admiral St (Push Button) Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	29.7	65.5	38.1	1.0	32.4	32.3	16.8

Total Zone Performance

Denied Del/Veh (s)	14.9
Total Del/Veh (s)	1704.5

Appendix H – Mitigated Synchro Reports

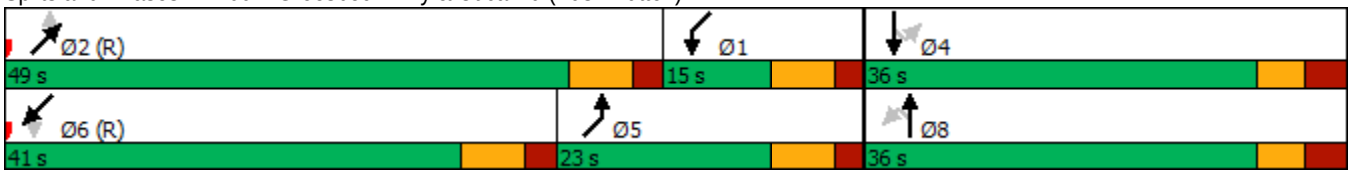
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	593	116	6	588	518	320	1076	12	97	1687	11
Future Volume (vph)	2	593	116	6	588	518	320	1076	12	97	1687	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	230		0	500		0	500		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt		0.975			0.930			0.998			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3451	0	1752	3260	0	1703	4883	0	1719	4935	0
Flt Permitted	0.137			0.205			0.101			0.140		
Satd. Flow (perm)	255	3451	0	378	3260	0	181	4883	0	253	4935	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			225			2			1	
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		1003			1650			1203			2487	
Travel Time (s)		19.5			32.1			16.4			33.9	
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.89	0.89	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	6%	6%	6%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	624	122	6	619	545	360	1209	13	102	1776	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	746	0	6	1164	0	360	1222	0	102	1788	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	*0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	18		12	18		15	20		9	18		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25		25	0		25	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		12.0	45.0		12.0	37.0	
Total Split (s)	36.0	36.0		36.0	36.0		23.0	49.0		15.0	41.0	
Total Split (%)	36.0%	36.0%		36.0%	36.0%		23.0%	49.0%		15.0%	41.0%	
Maximum Green (s)	29.1	29.1		29.1	29.1		16.0	42.0		8.0	34.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	3.3	3.3		3.3	3.3		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.9	6.9		7.0	7.0		7.0	7.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2		3.0	0.2	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0		10.0	10.0			8.0			7.0	
Flash Dont Walk (s)	35.1	35.1		35.1	35.1			30.0			23.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	29.1	29.1		29.1	29.1		57.0	45.0		41.5	34.0	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.57	0.45		0.42	0.34	
v/c Ratio	0.03	0.73		0.06	1.05		1.04	0.56		0.47	1.07	
Control Delay	27.0	35.9		27.5	70.2		96.0	22.2		43.2	76.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.0	35.9		27.5	70.2		96.0	22.2		43.2	76.6	
LOS	C	D		C	E		F	C		D	E	
Approach Delay		35.9			70.0			39.0			74.8	
Approach LOS		D			E			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 80 (80%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 57.8 Intersection LOS: E
Intersection Capacity Utilization 100.9% ICU Level of Service G
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 1004: Groesbeck Hwy & Utica Rd (Push Button)



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	2	593	116	6	588	518	320	1076	12	97	1687	11
Future Volume (veh/h)	2	593	116	6	588	518	320	1076	12	97	1687	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1811	1811	1811	1826	1826	1826
Adj Flow Rate, veh/h	2	624	122	6	619	545	360	1209	13	102	1776	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	6	6	6	5	5	5
Cap, veh/h	72	863	168	144	518	453	348	2118	23	281	1737	12
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.16	0.42	0.42	0.08	0.34	0.34
Sat Flow, veh/h	482	2965	579	709	1780	1558	1725	5043	54	1739	5108	35
Grp Volume(v), veh/h	2	374	372	6	613	551	360	790	432	102	1155	633
Grp Sat Flow(s),veh/h/ln	482	1777	1766	709	1763	1575	1725	1648	1801	1739	1662	1820
Q Serve(g_s), s	0.0	18.9	18.9	0.8	29.1	29.1	16.0	18.3	18.3	0.0	34.0	34.0
Cycle Q Clear(g_c), s	29.1	18.9	18.9	19.7	29.1	29.1	16.0	18.3	18.3	0.0	34.0	34.0
Prop In Lane	1.00		0.33	1.00		0.99	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	72	517	514	144	513	458	348	1384	757	281	1130	619
V/C Ratio(X)	0.03	0.72	0.72	0.04	1.20	1.20	1.03	0.57	0.57	0.36	1.02	1.02
Avail Cap(c_a), veh/h	72	517	514	144	513	458	348	1384	757	281	1130	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	31.8	31.9	40.7	35.5	35.5	40.3	22.1	22.1	36.9	33.0	33.0
Incr Delay (d2), s/veh	0.2	4.9	5.0	0.1	105.6	110.2	57.5	1.7	3.1	0.8	32.6	42.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.5	8.5	0.1	27.1	24.8	13.1	6.7	7.7	2.3	17.6	20.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	36.7	36.9	40.8	141.1	145.7	97.8	23.8	25.2	37.7	65.6	75.0
LnGrp LOS	D	D	D	D	F	F	F	C	C	D	F	F
Approach Vol, veh/h		748			1170			1582			1890	
Approach Delay, s/veh		36.9			142.7			41.1			67.3	
Approach LOS		D			F			D			E	

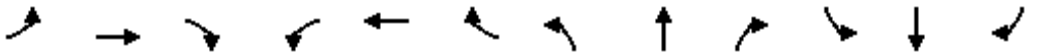
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	49.0		36.0	23.0	41.0		36.0				
Change Period (Y+Rc), s	* 7	* 7		* 6.9	* 7	* 7		* 6.9				
Max Green Setting (Gmax), s	* 8	* 42		* 29	* 16	* 34		* 29				
Max Q Clear Time (g_c+I1), s	2.0	0.0		31.1	18.0	0.0		31.1				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		71.7	
HCM 6th LOS		E	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

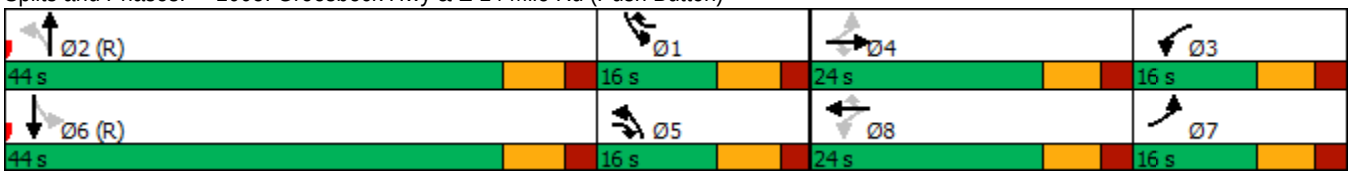


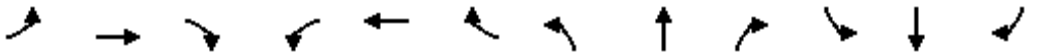
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	373	174	213	400	83	169	900	63	9	1437	102
Future Volume (vph)	171	373	174	213	400	83	169	900	63	9	1437	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		190	500		210	500		0	500		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt		0.993	0.850		0.997	0.850		0.990			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3270	1400	1719	3283	1400	1703	4840	0	1703	4844	0
Flt Permitted	0.295			0.241			0.103			0.154		
Satd. Flow (perm)	534	3270	1400	436	3283	1400	185	4840	0	276	4844	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	118		2	118		12			13	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2921			1459			3140			564	
Travel Time (s)		44.3			22.1			42.8			7.7	
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.90	0.90	0.90	0.83	0.83	0.83	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	216	472	220	237	444	92	204	1084	76	10	1529	109
Shared Lane Traffic (%)			10%			10%						
Lane Group Flow (vph)	216	494	198	237	453	83	204	1160	0	10	1638	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	18		9	18		9	18		9
Number of Detectors	1	1	1	1	1	1	1	0		1	0	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	20	25	25	20	25	0		25	0	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	14.0	12.0	12.0	14.0	12.0	12.0	38.0		12.0	38.0	
Total Split (s)	16.0	24.0	16.0	16.0	24.0	16.0	16.0	44.0		16.0	44.0	
Total Split (%)	16.0%	24.0%	16.0%	16.0%	24.0%	16.0%	16.0%	44.0%		16.0%	44.0%	
Maximum Green (s)	9.2	17.2	9.0	9.2	17.2	9.0	9.0	37.0		9.0	37.0	
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7		4.7	4.7	
All-Red Time (s)	2.5	2.5	2.3	2.5	2.5	2.3	2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.8	7.0	7.0	7.0		7.0	7.0	
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.2		3.0	0.2	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		10.0			10.0			7.0			7.0	
Flash Dont Walk (s)		27.2			27.2			24.0			24.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	26.7	17.0	32.8	26.1	16.6	30.3	47.4	40.2		45.3	37.0	
Actuated g/C Ratio	0.27	0.17	0.33	0.26	0.17	0.30	0.47	0.40		0.45	0.37	
v/c Ratio	0.84	0.89	0.37	1.01	0.83	0.16	0.91	0.59		0.04	0.91	
Control Delay	64.4	59.5	12.8	102.1	54.0	2.6	68.9	9.0		12.8	38.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	64.4	59.5	12.8	102.1	54.0	2.6	68.9	9.0		12.8	38.6	
LOS	E	E	B	F	D	A	E	A		B	D	
Approach Delay		50.5			63.3			17.9			38.4	
Approach LOS		D			E			B			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 59 (59%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 38.9		Intersection LOS: D	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1005: Groesbeck Hwy & E 14 Mile Rd (Push Button)





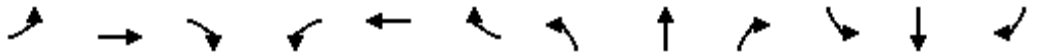
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	396	13	12	448	207	7	299	24	244	321	178
Future Volume (vph)	131	396	13	12	448	207	7	299	24	244	321	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	500		200	130		0	325		170
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00					0.99	1.00					0.99
Frt		0.995				0.850		0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3487	0	1736	3471	1553	1719	3400	0	1736	3471	1553
Flt Permitted	0.477			0.375			0.540			0.317		
Satd. Flow (perm)	879	3487	0	685	3471	1530	976	3400	0	579	3471	1532
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				223		9				196
Link Speed (mph)		35			35			30			40	
Link Distance (ft)		838			1009			277			448	
Travel Time (s)		16.3			19.7			6.3			7.6	
Confl. Peds. (#/hr)	2					2	1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.84	0.84	0.84	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	5%	5%	5%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	152	460	15	13	482	223	8	356	29	268	353	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	475	0	13	482	223	8	385	0	268	353	196
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	18		9
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left	Thru		Left		Right		Thru		Left	Thru	Right
Leading Detector (ft)	25	25		25	25	25	25	25		25	25	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	8		7	4	5	1	6		5	2	3
Permitted Phases	8			4		4	6			2		2
Detector Phase	3	8		7	4	5	1	6		5	2	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	12.0		3.0	12.0	3.0	3.0	6.0		3.0	6.0	3.0
Minimum Split (s)	9.5	18.0		9.5	18.0	9.5	9.5	13.0		9.5	13.0	9.5
Total Split (s)	12.0	33.0		12.0	33.0	19.0	16.0	56.0		19.0	59.0	12.0
Total Split (%)	10.0%	27.5%		10.0%	27.5%	15.8%	13.3%	46.7%		15.8%	49.2%	10.0%
Maximum Green (s)	6.0	27.0		6.0	27.0	12.5	9.5	49.5		12.5	52.5	6.0
Yellow Time (s)	3.6	3.6		3.6	3.6	4.0	4.0	4.0		4.0	4.0	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4	2.5	2.5	2.5		2.5	2.5	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.5	6.5	6.5		6.5	6.5	6.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0		1.0	3.0	1.0	1.0	3.0		1.0	3.0	1.0
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			20.0			17.5			16.5	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	65.3	65.3		57.6	57.6	69.6	22.9	18.9		37.9	35.7	42.2
Actuated g/C Ratio	0.54	0.54		0.48	0.48	0.58	0.19	0.16		0.32	0.30	0.35
v/c Ratio	0.29	0.25		0.04	0.29	0.23	0.04	0.71		0.88	0.34	0.29
Control Delay	9.1	6.5		18.3	20.0	1.5	24.1	39.8		64.1	34.2	3.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	9.1	6.5		18.3	20.0	1.5	24.1	39.8		64.1	34.2	3.9
LOS	A	A		B	C	A	C	D		E	C	A
Approach Delay		7.1			14.3			39.5			36.8	
Approach LOS		A			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 42 (35%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 23.6		Intersection LOS: C	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button)

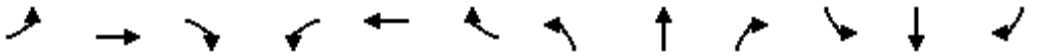




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	396	13	12	448	207	7	299	24	244	321	178
Future Volume (veh/h)	131	396	13	12	448	207	7	299	24	244	321	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1826	1826	1826	1841	1841	1841
Adj Flow Rate, veh/h	152	460	15	13	482	223	8	356	29	268	353	196
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.84	0.84	0.84	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	4	4	4	5	5	5	4	4	4
Cap, veh/h	699	1891	62	123	787	513	184	441	36	271	819	874
Arrive On Green	0.11	0.18	0.18	0.01	0.22	0.22	0.01	0.14	0.14	0.10	0.23	0.23
Sat Flow, veh/h	1767	3484	113	1753	3497	1556	1739	3249	263	1753	3497	1558
Grp Volume(v), veh/h	152	232	243	13	482	223	8	189	196	268	353	196
Grp Sat Flow(s),veh/h/ln	1767	1763	1835	1753	1749	1556	1739	1735	1778	1753	1749	1558
Q Serve(g_s), s	0.9	13.6	13.6	0.7	14.9	3.8	0.5	12.7	12.8	12.5	10.3	1.0
Cycle Q Clear(g_c), s	0.9	13.6	13.6	0.7	14.9	3.8	0.5	12.7	12.8	12.5	10.3	1.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	699	957	996	123	787	513	184	236	242	271	819	874
V/C Ratio(X)	0.22	0.24	0.24	0.11	0.61	0.44	0.04	0.80	0.81	0.99	0.43	0.22
Avail Cap(c_a), veh/h	699	957	996	195	787	513	311	716	733	271	1530	1191
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	28.1	28.1	40.5	41.8	12.5	44.4	50.3	50.3	43.1	39.1	5.4
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.1	3.5	2.7	0.0	6.3	6.4	51.4	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	6.5	6.8	0.3	6.7	2.8	0.2	5.9	6.1	5.8	4.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	28.6	28.6	40.7	45.3	15.1	44.4	56.6	56.8	94.5	39.5	5.6
LnGrp LOS	C	C	C	D	D	B	D	E	E	F	D	A
Approach Vol, veh/h		627			718			393			817	
Approach Delay, s/veh		30.0			35.9			56.4			49.4	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	34.6	45.2	33.0	19.0	22.8	7.1	71.1
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	9.5	52.5	6.0	27.0	12.5	49.5	6.0	27.0
Max Q Clear Time (g_c+I1), s	2.5	12.3	2.9	16.9	14.5	14.8	2.7	15.6
Green Ext Time (p_c), s	0.0	1.9	0.0	2.0	0.0	1.2	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

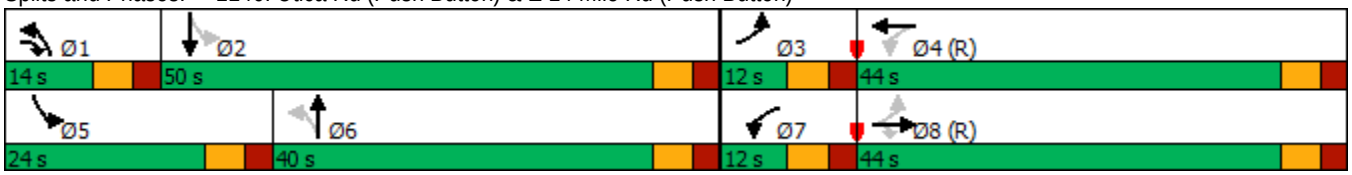


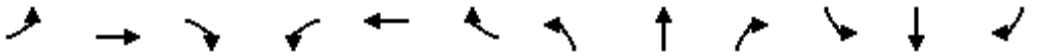
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	355	63	66	393	183	76	676	13	169	936	121
Future Volume (vph)	127	355	63	66	393	183	76	676	13	169	936	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	250		0	0		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00		0.99	1.00	1.00							
Frt			0.850		0.952			0.997			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1719	3259	0	1736	3461	0	1770	3479	0
Flt Permitted	0.273			0.483			0.105			0.169		
Satd. Flow (perm)	503	3505	1547	873	3259	0	192	3461	0	315	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139		66			2			13	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		240			838			273			1233	
Travel Time (s)		4.7			16.3			5.3			24.0	
Confl. Peds. (#/hr)	1		1	1		1						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	143	399	71	73	437	203	85	760	15	182	1006	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	399	71	73	640	0	85	775	0	182	1136	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	25	25	25		25	25		25	25	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	12.1	9.5	9.5	12.1		9.5	12.1		9.5	12.1	
Total Split (s)	12.0	44.0	14.0	12.0	44.0		14.0	40.0		24.0	50.0	
Total Split (%)	10.0%	36.7%	11.7%	10.0%	36.7%		11.7%	33.3%		20.0%	41.7%	
Maximum Green (s)	5.9	37.9	7.9	5.9	37.9		7.9	33.9		17.9	43.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1		6.1	6.1		6.1	6.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	3.0	1.0	1.0	3.0		1.0	3.0		1.0	3.0	
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		Min	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		16.9			20.9			22.9			20.9	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	48.1	43.0	49.5	45.6	40.2		44.6	38.1		53.4	42.7	
Actuated g/C Ratio	0.40	0.36	0.41	0.38	0.34		0.37	0.32		0.44	0.36	
v/c Ratio	0.54	0.32	0.10	0.20	0.56		0.55	0.70		0.66	0.91	
Control Delay	22.9	19.5	0.3	19.6	23.5		50.7	50.9		35.4	41.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.9	19.5	0.3	19.6	23.5		50.7	50.9		35.4	41.1	
LOS	C	B	A	B	C		D	D		D	D	
Approach Delay		18.1			23.1			50.9			40.3	
Approach LOS		B			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 117 (98%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 35.5		Intersection LOS: D	
Intersection Capacity Utilization 82.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	355	63	66	393	183	76	676	13	169	936	121
Future Volume (veh/h)	127	355	63	66	393	183	76	676	13	169	936	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1826	1826	1826	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	143	399	71	73	437	203	85	760	15	182	1006	130
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	5	5	5	4	4	4	2	2	2
Cap, veh/h	288	1303	655	389	829	382	159	1058	21	289	1079	139
Arrive On Green	0.05	0.37	0.37	0.01	0.12	0.12	0.05	0.30	0.30	0.09	0.34	0.34
Sat Flow, veh/h	1767	3526	1571	1739	2307	1062	1753	3508	69	1781	3165	409
Grp Volume(v), veh/h	143	399	71	73	328	312	85	379	396	182	565	571
Grp Sat Flow(s),veh/h/ln	1767	1763	1571	1739	1735	1634	1753	1749	1828	1781	1777	1797
Q Serve(g_s), s	5.9	9.7	3.3	3.2	21.3	21.6	4.0	23.2	23.2	8.3	36.8	36.9
Cycle Q Clear(g_c), s	5.9	9.7	3.3	3.2	21.3	21.6	4.0	23.2	23.2	8.3	36.8	36.9
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.04	1.00		0.23
Lane Grp Cap(c), veh/h	288	1303	655	389	624	587	159	528	552	289	606	613
V/C Ratio(X)	0.50	0.31	0.11	0.19	0.53	0.53	0.54	0.72	0.72	0.63	0.93	0.93
Avail Cap(c_a), veh/h	288	1303	655	406	624	587	192	528	552	401	650	657
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	26.9	21.4	23.6	43.3	43.4	31.8	37.3	37.3	27.8	38.2	38.2
Incr Delay (d2), s/veh	0.5	0.6	0.3	0.1	3.1	3.3	1.0	4.7	4.5	0.8	19.7	19.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.1	1.3	1.3	10.4	10.0	1.7	10.4	10.9	3.5	18.9	19.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	27.5	21.7	23.7	46.3	46.7	32.9	42.0	41.8	28.7	57.9	57.9
LnGrp LOS	C	C	C	C	D	D	C	D	D	C	E	E
Approach Vol, veh/h		613			713			860			1318	
Approach Delay, s/veh		26.6			44.2			41.0			53.8	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	47.0	12.0	49.3	16.4	42.3	10.8	50.4
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	7.9	43.9	5.9	37.9	17.9	33.9	5.9	37.9
Max Q Clear Time (g_c+I1), s	6.0	38.9	7.9	23.6	10.3	25.2	5.2	11.7
Green Ext Time (p_c), s	0.0	2.0	0.0	1.9	0.1	1.8	0.0	1.7

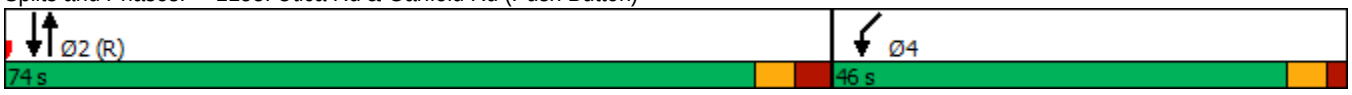
Intersection Summary	
HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D

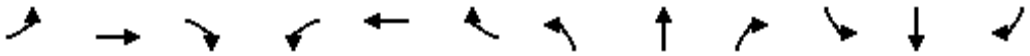
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	739	0	0	1042	299	0
Future Volume (vph)	739	0	0	1042	299	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	3471	0	0	3505	1736	0
Flt Permitted					0.950	
Satd. Flow (perm)	3471	0	0	3505	1736	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	30	
Link Distance (ft)	132			95	123	
Travel Time (s)	2.6			1.9	2.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.80	0.80	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	3%	3%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	803	0	0	1303	369	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	803	0	0	1303	369	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		20	9
Number of Detectors	1			1	1	
Detector Template	Thru			Thru	Left	
Leading Detector (ft)	25			25	25	
Trailing Detector (ft)	0			0	0	
Turn Type	NA			NA	Prot	
Protected Phases	2			2	4	
Permitted Phases						
Detector Phase	2			2	4	
Switch Phase						

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	6.0			6.0	6.0	
Minimum Split (s)	25.1			25.1	12.0	
Total Split (s)	74.0			74.0	46.0	
Total Split (%)	61.7%			61.7%	38.3%	
Maximum Green (s)	66.9			66.9	40.4	
Yellow Time (s)	3.6			3.6	3.6	
All-Red Time (s)	3.5			3.5	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	7.1			7.1	5.6	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	0.2			0.2	0.2	
Minimum Gap (s)	0.2			0.2	0.2	
Time Before Reduce (s)	0.0			0.0	0.0	
Time To Reduce (s)	0.0			0.0	0.0	
Recall Mode	Max			Max	Max	
Walk Time (s)	5.0			5.0	5.0	
Flash Dont Walk (s)	6.9			6.9	11.4	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	66.9			66.9	40.4	
Actuated g/C Ratio	0.56			0.56	0.34	
v/c Ratio	0.41			0.67	0.63	
Control Delay	1.1			26.4	16.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	1.1			26.4	16.9	
LOS	A			C	B	
Approach Delay	1.1			26.4	16.9	
Approach LOS	A			C	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 46 (38%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 89.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1158: Utica Rd & Garfield Rd (Push Button)



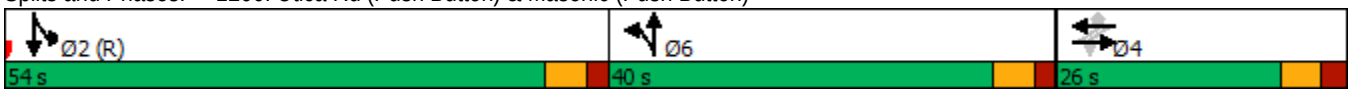


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	85	41	12	77	130	49	852	9	117	1181	22
Future Volume (vph)	65	85	41	12	77	130	49	852	9	117	1181	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		0	500		132	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99		1.00								
Frt		0.951				0.850		0.999			0.997	
Flt Protected	0.950			0.950				0.997			0.996	
Satd. Flow (prot)	1736	1729	0	1752	1845	1568	0	3491	0	0	3480	0
Flt Permitted	0.701			0.456				0.997			0.996	
Satd. Flow (perm)	1281	1729	0	839	1845	1568	0	3491	0	0	3480	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		17						1			2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1050			1152			619			374	
Travel Time (s)		23.9			26.2			12.1			7.3	
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.90	0.90	0.90	0.95	0.95	0.95	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	82	108	52	13	86	144	52	897	9	131	1327	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	160	0	13	86	144	0	958	0	0	1483	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	18		9	18		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25	25	20	25		20	25	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		4			4		6	6		2	2	
Permitted Phases	4			4		4						
Detector Phase	4	4		4	4	4	6	6		2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	12.0	12.0		12.0	12.0	
Total Split (s)	26.0	26.0		26.0	26.0	26.0	40.0	40.0		54.0	54.0	
Total Split (%)	21.7%	21.7%		21.7%	21.7%	21.7%	33.3%	33.3%		45.0%	45.0%	
Maximum Green (s)	20.0	20.0		20.0	20.0	20.0	34.3	34.3		48.3	48.3	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	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		5.7			5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	Max	Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0	14.0	21.3	21.3		10.3	10.3	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)	14.2	14.2		14.2	14.2	14.2		34.3			54.1	
Actuated g/C Ratio	0.12	0.12		0.12	0.12	0.12		0.29			0.45	
v/c Ratio	0.54	0.73		0.13	0.39	0.78		0.96			0.95	
Control Delay	62.2	64.0		48.0	53.1	77.4		62.8			40.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	62.2	64.0		48.0	53.1	77.4		62.8			40.0	
LOS	E	E		D	D	E		E			D	
Approach Delay		63.4			67.2			62.8			40.0	
Approach LOS		E			E			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 93 (78%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 51.6		Intersection LOS: D	
Intersection Capacity Utilization 87.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1266: Utica Rd (Push Button) & Masonic (Push Button)



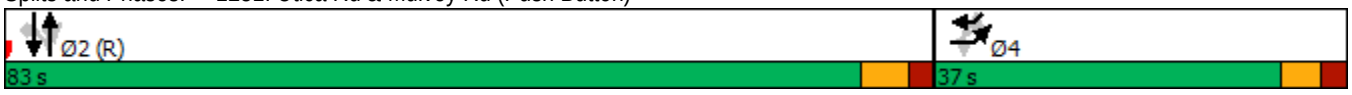


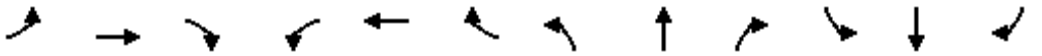
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	27	16	36	5	990	13	11	1151	19	73	21	17
Future Volume (vph)	27	16	36	5	990	13	11	1151	19	73	21	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		0	0	500		115	500		85	20	0	
Storage Lanes		1	0	1		1	1		1	1	1	
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00									0.98	
Frt		0.938				0.850			0.850		0.850	
Flt Protected		0.974		0.950			0.950			0.950		
Satd. Flow (prot)	0	1702	0	1736	3471	1553	1770	3539	1583	1770	1583	0
Flt Permitted		0.868		0.187			0.253			0.671		
Satd. Flow (perm)	0	1514	0	342	3471	1553	471	3539	1583	1250	1559	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				27			27		32	
Link Speed (mph)		25			35			35		25		
Link Distance (ft)		1070			999			1047		1199		
Travel Time (s)		29.2			19.5			20.4		32.7		
Confl. Peds. (#/hr)	3											3
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.84	0.84	0.94	0.94	0.94	0.89	0.89	0.89	0.60	0.60	0.60
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Adj. Flow (vph)	32	19	43	5	1053	14	12	1293	21	122	35	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	0	5	1053	14	12	1293	21	122	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			12			12		12		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Left		Left	Thru	Right	Left	Thru	Right	Left	Right	
Leading Detector (ft)	20	25		25	25	25	25	25	25	25	25	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Turn Type	D.Pm	Prot		Perm	NA	Perm	Perm	NA	Perm	D.Pm	Over	
Protected Phases		4			2			2			4	
Permitted Phases	4			2		2	2		2	4	4	
Detector Phase	4	4		2	2	2	2	2	2	4	4	
Switch Phase												

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	15.0	15.0		10.0	10.0	10.0	10.0	10.0	10.0	15.0	15.0	
Minimum Split (s)	21.0	21.0		27.0	27.0	27.0	27.0	27.0	27.0	21.0	21.0	
Total Split (s)	37.0	37.0		83.0	83.0	83.0	83.0	83.0	83.0	37.0	37.0	
Total Split (%)	30.8%	30.8%		69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	
Maximum Green (s)	31.0	31.0		76.5	76.5	76.5	76.5	76.5	76.5	31.0	31.0	
Yellow Time (s)	3.5	3.5		4.3	4.3	4.3	4.3	4.3	4.3	3.5	3.5	
All-Red Time (s)	2.5	2.5		2.2	2.2	2.2	2.2	2.2	2.2	2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0		6.5	6.5	6.5	6.5	6.5	6.5	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	25.0	25.0		15.5	15.5	15.5	15.5	15.5	15.5	25.0	25.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	
Act Effct Green (s)		16.6		90.9	90.9	90.9	90.9	90.9	90.9	16.6	16.6	
Actuated g/C Ratio		0.14		0.76	0.76	0.76	0.76	0.76	0.76	0.14	0.14	
v/c Ratio		0.39		0.02	0.40	0.01	0.03	0.48	0.02	0.71	0.26	
Control Delay		35.1		8.8	8.0	3.9	4.5	6.5	1.3	71.0	28.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		35.1		8.8	8.0	3.9	4.5	6.5	1.3	71.0	28.0	
LOS		D		A	A	A	A	A	A	E	C	
Approach Delay		35.1			7.9			6.4		56.4		
Approach LOS		D			A			A		E		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 42 (35%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1281: Utica Rd & Mulvey Rd (Push Button)





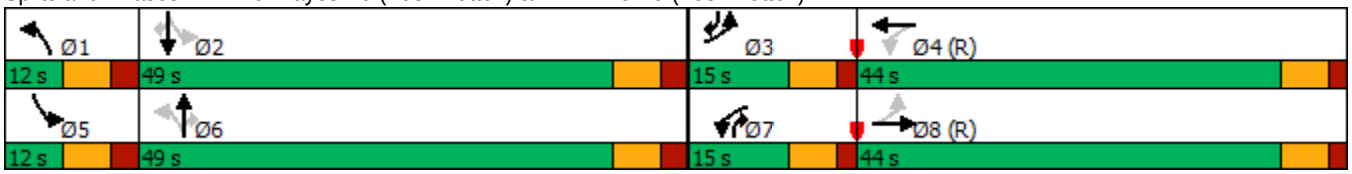
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	278	60	3	377	40	50	353	92	18	619	48
Future Volume (vph)	1	278	60	3	377	40	50	353	92	18	619	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		0	500		0	150		133	200		300
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00				0.98	1.00		0.99
Frt		0.973			0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3332	0	1736	3415	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.381			0.432			0.085			0.388		
Satd. Flow (perm)	689	3332	0	788	3415	0	158	1863	1553	721	1863	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			10				89			89
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1276			2865			1075			1095	
Travel Time (s)		19.3			43.4			24.4			24.9	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.84	0.84	0.84	0.85	0.85	0.85	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	352	76	4	449	48	59	415	108	20	680	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	428	0	4	497	0	59	415	108	20	680	53
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.85	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	25	25		25	25		25	25	25	25	25	25
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	3	8		7	4		1	6	7	5	2	3
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	7	5	2	3
Switch Phase												

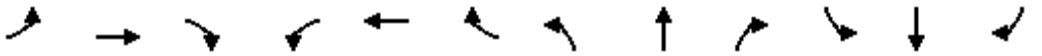
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	6.0	3.0	3.0	6.0	3.0
Minimum Split (s)	9.5	12.0		9.5	12.0		9.8	13.0	9.5	9.8	13.0	9.5
Total Split (s)	15.0	44.0		15.0	44.0		12.0	49.0	15.0	12.0	49.0	15.0
Total Split (%)	12.5%	36.7%		12.5%	36.7%		10.0%	40.8%	12.5%	10.0%	40.8%	12.5%
Maximum Green (s)	9.0	38.0		9.0	38.0		5.2	42.2	9.0	5.2	42.2	9.0
Yellow Time (s)	4.3	4.3		4.3	4.3		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.7	1.7		1.7	1.7		2.5	2.5	1.7	2.5	2.5	1.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.8	6.8	6.0	6.8	6.8	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	3.0		0.2	3.0		0.2	3.0	0.2	0.2	3.0	0.2
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Min	C-Max		None	C-Max		None	None	None	None	None	Min
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		15.0			15.0			14.2			14.2	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	46.9	43.9		47.1	44.0		51.9	49.8	53.7	47.9	44.9	48.7
Actuated g/C Ratio	0.39	0.37		0.39	0.37		0.43	0.42	0.45	0.40	0.37	0.41
v/c Ratio	0.00	0.35		0.01	0.40		0.46	0.54	0.15	0.06	0.98	0.08
Control Delay	19.0	27.1		24.0	33.7		30.7	30.9	6.1	19.1	67.2	1.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	27.1		24.0	33.7		30.7	30.9	6.1	19.1	67.2	1.3
LOS	B	C		C	C		C	C	A	B	E	A
Approach Delay		27.1			33.6			26.3			61.2	
Approach LOS		C			C			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 46 (38%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 39.7		Intersection LOS: D	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	278	60	3	377	40	50	353	92	18	619	48
Future Volume (veh/h)	1	278	60	3	377	40	50	353	92	18	619	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	352	76	4	449	48	59	415	108	20	680	53
Peak Hour Factor	0.79	0.79	0.79	0.84	0.84	0.84	0.85	0.85	0.85	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	4	4	4	2	2	2	2	2	2
Cap, veh/h	345	1136	242	361	1204	128	118	696	593	251	658	595
Arrive On Green	0.03	0.40	0.40	0.00	0.38	0.38	0.03	0.37	0.37	0.01	0.35	0.35
Sat Flow, veh/h	1739	2844	607	1753	3188	339	1781	1870	1580	1781	1870	1580
Grp Volume(v), veh/h	1	213	215	4	245	252	59	415	108	20	680	53
Grp Sat Flow(s),veh/h/ln	1739	1735	1716	1753	1749	1779	1781	1870	1580	1781	1870	1580
Q Serve(g_s), s	0.0	10.1	10.3	0.2	12.2	12.3	2.5	21.5	5.5	0.9	42.2	2.6
Cycle Q Clear(g_c), s	0.0	10.1	10.3	0.2	12.2	12.3	2.5	21.5	5.5	0.9	42.2	2.6
Prop In Lane	1.00		0.35	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	693	685	361	660	672	118	696	593	251	658	595
V/C Ratio(X)	0.00	0.31	0.31	0.01	0.37	0.37	0.50	0.60	0.18	0.08	1.03	0.09
Avail Cap(c_a), veh/h	432	693	685	487	660	672	137	696	593	307	658	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	24.7	24.7	23.3	27.0	27.1	31.0	30.4	25.1	26.1	38.9	24.1
Incr Delay (d2), s/veh	0.0	1.2	1.2	0.0	1.6	1.6	1.2	1.4	0.1	0.0	44.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.2	4.3	0.1	5.2	5.3	1.1	9.9	2.0	0.4	27.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	25.8	25.9	23.3	28.6	28.7	32.2	31.8	25.3	26.2	83.0	24.2
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	F	C
Approach Vol, veh/h		429			501			582			753	
Approach Delay, s/veh		25.9			28.6			30.6			77.3	
Approach LOS		C			C			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	49.0	9.0	51.3	8.3	51.4	6.4	53.9
Change Period (Y+Rc), s	6.8	6.8	* 6	* 6	6.8	6.8	* 6	* 6
Max Green Setting (Gmax), s	5.2	42.2	* 9	* 38	5.2	42.2	* 9	* 38
Max Q Clear Time (g_c+I1), s	4.5	44.2	2.0	14.3	2.9	23.5	2.2	12.3
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.0	1.6	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	521	7	0	590	0	24
Future Volume (vph)	521	7	0	590	0	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		25	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.998					0.865
Flt Protected						
Satd. Flow (prot)	5075	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	5075	0	0	3539	0	1611
Link Speed (mph)	35			35	30	
Link Distance (ft)	1418			240	195	
Travel Time (s)	27.6			4.7	4.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	566	8	0	641	0	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	574	0	0	641	0	26
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Right	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.2%		ICU Level of Service A	
Analysis Period (min) 15			

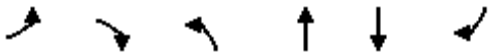
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	521	7	0	590	0	24
Future Vol, veh/h	521	7	0	590	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	566	8	0	641	0	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	287
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	605
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	605
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	605	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-
HCM Control Delay (s)	11.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	21	19	751	1033	32
Future Volume (vph)	14	21	19	751	1033	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	30			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.918				0.995	
Flt Protected	0.981		0.950			
Satd. Flow (prot)	1678	0	1770	3539	3522	0
Flt Permitted	0.981		0.950			
Satd. Flow (perm)	1678	0	1770	3539	3522	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	259			297	273	
Travel Time (s)	5.9			5.8	5.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	15	23	21	816	1123	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	21	816	1158	0
Enter Blocked Intersection	No	No	Yes	Yes	Yes	Yes
Lane Alignment	L NA	Right	Left	Right	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

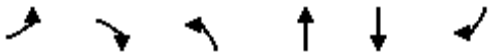
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	21	19	751	1033	32
Future Vol, veh/h	14	21	19	751	1033	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	30	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	23	21	816	1123	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1591	579	1158	0	-	0
Stage 1	1141	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	98	458	599	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	458	599	-	-	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.1	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	599	-	181	-	-
HCM Lane V/C Ratio	0.034	-	0.21	-	-
HCM Control Delay (s)	11.2	-	30.1	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	1	10	729	1041	13
Future Volume (vph)	29	1	10	729	1041	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.996				0.998	
Flt Protected	0.954			0.999		
Satd. Flow (prot)	1770	0	0	3470	3499	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1770	0	0	3470	3499	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	1161			95	1408	
Travel Time (s)	31.7			1.9	27.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.79	0.79	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	4%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	36	1	13	923	1210	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	936	1225	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	1	10	729	1041	13
Future Vol, veh/h	29	1	10	729	1041	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	79	79	86	86
Heavy Vehicles, %	2	2	0	4	3	0
Mvmt Flow	36	1	13	923	1210	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1706	613	1225	0	-	0
Stage 1	1218	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.1	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.2	-	-	-
Pot Cap-1 Maneuver	82	435	576	-	-	-
Stage 1	243	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	435	576	-	-	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	84	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	576	-	80	-	-
HCM Lane V/C Ratio	0.022	-	0.463	-	-
HCM Control Delay (s)	11.4	0.3	84	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.9	-	-

1004: Groesbeck Hwy & Utica Rd (Push Button) Performance by movement

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	2.7	0.1	0.2	0.0	0.0	0.0	2.4	0.3	0.3	0.1	0.0	0.0
Total Del/Veh (s)	334.0	31.0	19.3	102.7	56.9	70.0	111.5	23.6	9.1	57.1	61.3	61.7

1004: Groesbeck Hwy & Utica Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	52.5

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	2.9	0.2	0.3	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	65.6	43.0	17.0	57.1	47.7	38.7	38.1	9.9	3.6	40.7	37.2	19.7

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	33.3

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	26.0	10.4	5.0	21.0	21.6	5.3	41.0	46.0	9.9	45.6	28.2	4.7

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	23.7

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.6	0.9	0.0	0.0	0.0
Total Del/Veh (s)	26.0	17.8	4.5	31.5	39.0	34.7	43.0	47.0	41.2	36.6	40.8	37.2

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	37.3

1158: Utica Rd & Garfield Rd (Push Button) Performance by movement

Movement	NBT	SBT	SWL	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.1
Total Del/Veh (s)	1.2	6.5	11.0	5.3

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	0.3	0.4	3.6	0.5	3.4	0.0	0.0	0.0	2.8	0.7	6.4
Total Del/Veh (s)	65.1	46.8	33.3	58.7	45.9	49.6	48.2	52.0	52.5	33.0	35.6	32.9

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	43.1

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Denied Del/Veh (s)	0.1	0.1	0.2	0.0	0.0	0.3	2.8	0.2	2.2	3.0	0.3	0.4
Total Del/Veh (s)	42.5	47.5	21.1	20.8	10.5	5.7	14.8	6.0	2.7	52.2	50.6	20.0

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	10.8

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)		0.1	0.1	0.0	0.0	0.0	3.2	0.7	3.3	3.2	0.6	2.9
Total Del/Veh (s)		19.0	11.5	24.5	30.8	23.0	39.1	26.7	7.9	48.6	57.8	17.6

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	35.2

5001: Access 1 (14M) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.6	0.0	0.1	0.0
Total Del/Veh (s)	1.3	0.7	1.7	4.9	1.6

5002: Utica Rd (Push Button) & Access 2 (Utica) Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.1	9.2	5.7	2.6	3.1	2.5	3.1

9022: Utica Rd & Admiral St (Push Button) Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	18.3	41.8	9.4	0.4	24.5	24.3	14.7

Total Zone Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	1327.4



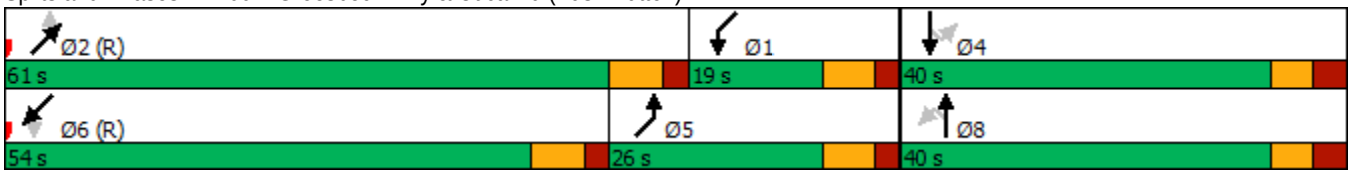
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	618	129	17	595	339	491	1817	15	157	1097	13
Future Volume (vph)	0	618	129	17	595	339	491	1817	15	157	1097	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	230		0	500		0	500		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00				
Frt		0.974			0.946			0.999			0.998	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	1863	3447	0	1770	3348	0	1752	5030	0	1736	4978	0
Flt Permitted				0.121			0.153			0.085		
Satd. Flow (perm)	1863	3447	0	225	3348	0	282	5030	0	155	4978	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			92			1			2	
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		1003			1650			1203			2487	
Travel Time (s)		19.5			32.1			16.4			33.9	
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.89	0.89	0.89	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	719	150	18	640	365	552	2042	17	171	1192	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	869	0	18	1005	0	552	2059	0	171	1206	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	L NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	*0.90	*0.90	*0.80	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	18		9	18		12	18		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25		25	0		25	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		12.0	45.0		12.0	37.0	
Total Split (s)	40.0	40.0		40.0	40.0		26.0	61.0		19.0	54.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		21.7%	50.8%		15.8%	45.0%	
Maximum Green (s)	33.1	33.1		33.1	33.1		19.0	54.0		12.0	47.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	3.3	3.3		3.3	3.3		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.9	6.9		7.0	7.0		7.0	7.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2		3.0	0.2	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	10.0	10.0		10.0	10.0			8.0			7.0	
Flash Dont Walk (s)	35.1	35.1		35.1	35.1			30.0			23.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		33.1		33.1	33.1		73.0	54.0		59.0	47.0	
Actuated g/C Ratio		0.28		0.28	0.28		0.61	0.45		0.49	0.39	
v/c Ratio		0.90		0.29	1.02		1.37	0.91		0.73	0.62	
Control Delay		54.3		20.1	29.3		212.7	37.9		37.4	53.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		54.3		20.1	29.3		212.7	37.9		37.4	53.1	
LOS		D		C	C		F	D		D	D	
Approach Delay		54.3			29.2			74.9			51.1	
Approach LOS		D			C			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 5 (4%), Referenced to phase 2:NETL and 6:SWTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.37			
Intersection Signal Delay: 58.3		Intersection LOS: E	
Intersection Capacity Utilization 93.4%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1004: Groesbeck Hwy & Utica Rd (Push Button)



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	618	129	17	595	339	491	1817	15	157	1097	13
Future Volume (veh/h)	0	618	129	17	595	339	491	1817	15	157	1097	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	0	719	150	18	640	365	552	2042	17	171	1192	14
Peak Hour Factor	0.86	0.86	0.86	0.93	0.93	0.93	0.89	0.89	0.89	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	4	4	4
Cap, veh/h	60	807	168	85	601	343	427	2332	19	242	2005	24
Arrive On Green	0.00	0.28	0.28	0.09	0.09	0.09	0.16	0.45	0.45	0.10	0.39	0.39
Sat Flow, veh/h	561	2927	610	637	2180	1243	1767	5182	43	1753	5120	60
Grp Volume(v), veh/h	0	436	433	18	522	483	552	1331	728	171	780	426
Grp Sat Flow(s),veh/h/ln	561	1777	1760	637	1777	1647	1767	1689	1848	1753	1675	1830
Q Serve(g_s), s	0.0	28.3	28.3	3.4	33.1	33.1	19.0	42.9	43.0	6.6	22.2	22.2
Cycle Q Clear(g_c), s	0.0	28.3	28.3	31.7	33.1	33.1	19.0	42.9	43.0	6.6	22.2	22.2
Prop In Lane	1.00		0.35	1.00		0.76	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	60	490	486	85	490	454	427	1520	831	242	1312	717
V/C Ratio(X)	0.00	0.89	0.89	0.21	1.06	1.06	1.29	0.88	0.88	0.71	0.59	0.59
Avail Cap(c_a), veh/h	60	490	486	85	490	454	427	1520	831	242	1312	717
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	41.7	41.7	68.0	54.5	54.5	44.9	29.9	30.0	50.2	28.9	28.9
Incr Delay (d2), s/veh	0.0	18.1	18.3	1.2	58.8	60.4	147.8	7.4	12.5	9.0	2.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.6	14.5	0.6	23.8	22.2	29.0	17.5	20.4	5.1	8.7	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	59.8	60.0	69.2	113.3	114.9	192.7	37.3	42.5	59.2	30.9	32.6
LnGrp LOS	A	E	E	E	F	F	F	D	D	E	C	C
Approach Vol, veh/h		869			1023			2611			1377	
Approach Delay, s/veh		59.9			113.3			71.6			34.9	
Approach LOS		E			F			E			C	

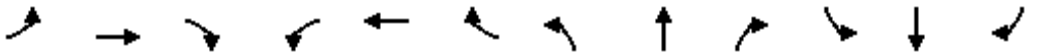
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	61.0		40.0	26.0	54.0		40.0				
Change Period (Y+Rc), s	* 7	* 7		* 6.9	* 7	* 7		* 6.9				
Max Green Setting (Gmax), s	* 12	* 54		* 33	* 19	* 47		* 33				
Max Q Clear Time (g_c+I1), s	8.6	0.0		35.1	21.0	0.0		30.3				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		68.5	
HCM 6th LOS		E	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



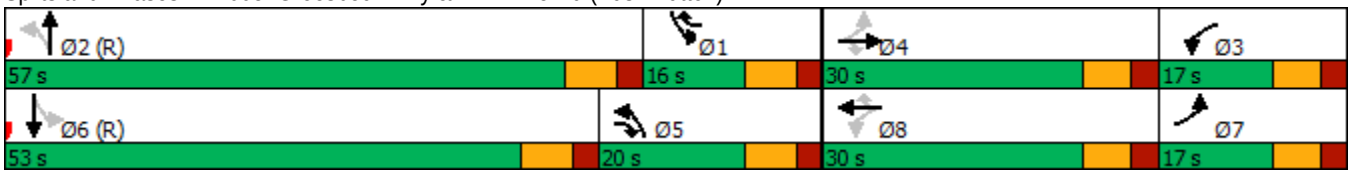
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	584	141	65	407	65	227	1349	216	81	1083	162
Future Volume (vph)	91	584	141	65	407	65	227	1349	216	81	1083	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		190	500		210	500		0	500		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.996	0.850		0.998	0.850		0.979			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3344	1427	1752	3351	1427	1752	4930	0	1752	4935	0
Flt Permitted	0.288			0.192			0.116			0.081		
Satd. Flow (perm)	531	3344	1427	354	3351	1427	214	4930	0	149	4935	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2	106		1	98		31			27	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		2921			1459			3140			564	
Travel Time (s)		44.3			22.1			42.8			7.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	101	649	157	73	457	73	244	1451	232	89	1190	178
Shared Lane Traffic (%)			10%			10%						
Lane Group Flow (vph)	101	665	141	73	464	66	244	1683	0	89	1368	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.90	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	18		9	18		9	18		9	18		9
Number of Detectors	1	1	1	1	1	1	1	0		1	0	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	20	25	25	20	25	0		25	0	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												

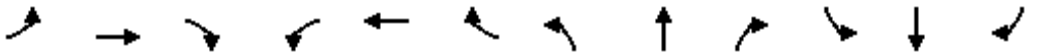
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	12.0	14.0	12.0	12.0	14.0	12.0	12.0	38.0		12.0	38.0	
Total Split (s)	17.0	30.0	20.0	17.0	30.0	16.0	20.0	57.0		16.0	53.0	
Total Split (%)	14.2%	25.0%	16.7%	14.2%	25.0%	13.3%	16.7%	47.5%		13.3%	44.2%	
Maximum Green (s)	10.2	23.2	13.0	10.2	23.2	9.0	13.0	50.0		9.0	46.0	
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7		4.7	4.7	
All-Red Time (s)	2.5	2.5	2.3	2.5	2.5	2.3	2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.8	7.0	7.0	7.0		7.0	7.0	
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.2		3.0	0.2	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		10.0			10.0			7.0			7.0	
Flash Dont Walk (s)		27.2			27.2			24.0			24.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	31.4	24.3	43.8	28.0	20.8	36.3	67.4	54.7		59.4	50.7	
Actuated g/C Ratio	0.26	0.20	0.36	0.23	0.17	0.30	0.56	0.46		0.50	0.42	
v/c Ratio	0.45	0.98	0.24	0.44	0.80	0.13	0.87	0.74		0.47	0.65	
Control Delay	42.3	87.4	19.7	47.2	58.3	2.7	50.1	9.5		39.4	29.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	42.3	87.4	19.7	47.2	58.3	2.7	50.1	9.5		39.4	29.4	
LOS	D	F	B	D	E	A	D	A		D	C	
Approach Delay		71.8			50.9			14.7			30.1	
Approach LOS		E			D			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 95 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 34.3		Intersection LOS: C	
Intersection Capacity Utilization 81.9%		ICU Level of Service D	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1005: Groesbeck Hwy & E 14 Mile Rd (Push Button)



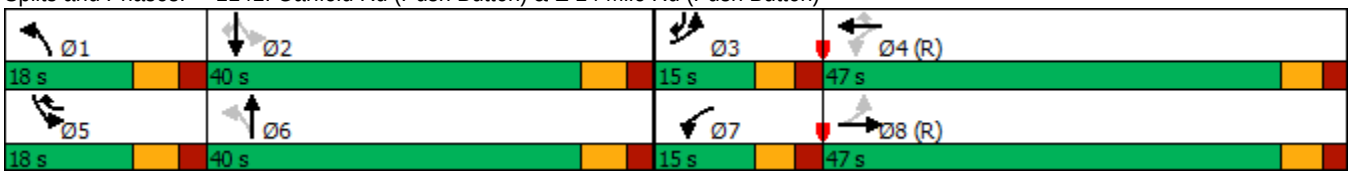


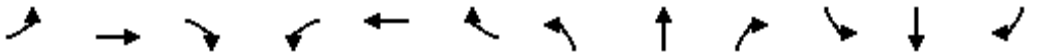
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	527	16	8	556	214	19	349	57	235	282	123
Future Volume (vph)	121	527	16	8	556	214	19	349	57	235	282	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	500		200	130		0	325		170
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00					0.99	1.00	1.00		1.00		0.99
Frt		0.995				0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3487	0	1770	3539	1583	1770	3458	0	1770	3539	1583
Flt Permitted	0.317			0.426			0.570			0.242		
Satd. Flow (perm)	584	3487	0	794	3539	1560	1061	3458	0	450	3539	1562
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				223		15				129
Link Speed (mph)		35			35			30			40	
Link Distance (ft)		838			1009			277			448	
Travel Time (s)		16.3			19.7			6.3			7.6	
Confl. Peds. (#/hr)	2					2	1		2	2		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	133	579	18	9	604	233	22	397	65	247	297	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	597	0	9	604	233	22	462	0	247	297	129
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left	Thru		Left		Right		Thru		Left	Thru	Right
Leading Detector (ft)	25	25		25	25	25	25	25		25	25	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	8		7	4	5	1	6		5	2	3
Permitted Phases	8			4		4	6			2		2
Detector Phase	3	8		7	4	5	1	6		5	2	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	12.0		3.0	12.0	3.0	3.0	6.0		3.0	6.0	3.0
Minimum Split (s)	9.5	18.0		9.5	18.0	9.5	9.5	13.0		9.5	13.0	9.5
Total Split (s)	15.0	47.0		15.0	47.0	18.0	18.0	40.0		18.0	40.0	15.0
Total Split (%)	12.5%	39.2%		12.5%	39.2%	15.0%	15.0%	33.3%		15.0%	33.3%	12.5%
Maximum Green (s)	9.0	41.0		9.0	41.0	11.5	11.5	33.5		11.5	33.5	9.0
Yellow Time (s)	3.6	3.6		3.6	3.6	4.0	4.0	4.0		4.0	4.0	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4	2.5	2.5	2.5		2.5	2.5	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.5	6.5	6.5		6.5	6.5	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0		1.0	3.0	1.0	1.0	3.0		1.0	3.0	1.0
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		15.0			20.0			17.5			16.5	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	68.6	66.5		58.5	54.7	65.7	25.5	20.9		38.7	31.9	40.3
Actuated g/C Ratio	0.57	0.55		0.49	0.46	0.55	0.21	0.17		0.32	0.27	0.34
v/c Ratio	0.32	0.31		0.02	0.37	0.24	0.09	0.75		0.91	0.32	0.21
Control Delay	17.0	13.8		6.6	13.3	0.9	19.0	33.6		69.9	36.8	4.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	17.0	13.8		6.6	13.3	0.9	19.0	33.6		69.9	36.8	4.8
LOS	B	B		A	B	A	B	C		E	D	A
Approach Delay		14.4			9.8			32.9			42.8	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 104 (87%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 23.3		Intersection LOS: C	
Intersection Capacity Utilization 75.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button)

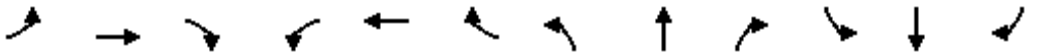




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	527	16	8	556	214	19	349	57	235	282	123
Future Volume (veh/h)	121	527	16	8	556	214	19	349	57	235	282	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	579	18	9	604	233	22	397	65	247	297	129
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	1856	58	469	1722	919	236	482	78	259	851	463
Arrive On Green	0.11	1.00	1.00	0.01	0.48	0.48	0.01	0.16	0.16	0.10	0.24	0.24
Sat Flow, veh/h	1767	3490	108	1781	3554	1583	1781	3059	497	1781	3554	1581
Grp Volume(v), veh/h	133	292	305	9	604	233	22	229	233	247	297	129
Grp Sat Flow(s),veh/h/ln	1767	1763	1836	1781	1777	1583	1781	1777	1779	1781	1777	1581
Q Serve(g_s), s	4.5	0.0	0.0	0.3	12.7	8.7	1.2	15.0	15.2	11.5	8.3	7.5
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.3	12.7	8.7	1.2	15.0	15.2	11.5	8.3	7.5
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	402	937	976	469	1722	919	236	280	280	259	851	463
V/C Ratio(X)	0.33	0.31	0.31	0.02	0.35	0.25	0.09	0.82	0.83	0.95	0.35	0.28
Avail Cap(c_a), veh/h	439	937	976	591	1722	919	382	496	497	259	992	526
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	15.6	19.2	12.4	41.7	48.9	49.0	41.4	37.9	32.7
Incr Delay (d2), s/veh	0.1	0.6	0.6	0.0	0.6	0.7	0.1	5.8	6.3	42.4	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.2	0.2	0.1	5.3	3.1	0.6	7.1	7.2	4.8	3.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	0.6	0.6	15.6	19.8	13.0	41.7	54.7	55.2	83.8	38.1	33.0
LnGrp LOS	B	A	A	B	B	B	D	D	E	F	D	C
Approach Vol, veh/h		730			846			484			673	
Approach Delay, s/veh		3.0			17.9			54.4			53.9	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	35.2	12.4	64.2	18.0	25.4	6.8	69.8
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	11.5	33.5	9.0	41.0	11.5	33.5	9.0	41.0
Max Q Clear Time (g_c+I1), s	3.2	10.3	6.5	14.7	13.5	17.2	2.3	2.0
Green Ext Time (p_c), s	0.0	1.4	0.0	3.2	0.0	1.3	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

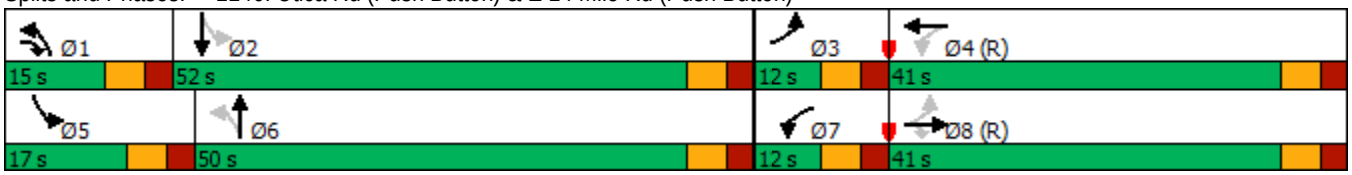


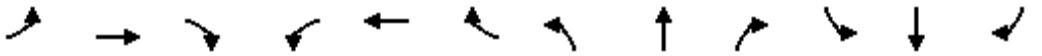
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	381	54	48	365	293	70	927	39	229	891	88
Future Volume (vph)	157	381	54	48	365	293	70	927	39	229	891	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	250		0	0		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				0.99		1.00	1.00			1.00	
Frt			0.850		0.933			0.994			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3280	0	1770	3516	0	1770	3485	0
Flt Permitted	0.184			0.478			0.138			0.084		
Satd. Flow (perm)	343	3539	1583	890	3280	0	257	3516	0	156	3485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			84		170			4			10	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		235			838			263			1233	
Travel Time (s)		4.6			16.3			5.1			24.0	
Confl. Peds. (#/hr)	2					2	3		3	3		3
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.91	0.91	0.91	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	173	419	59	52	397	318	77	1019	43	246	958	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	419	59	52	715	0	77	1062	0	246	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		12	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	25	25	25	25	25		25	25		25	25	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Detector Phase	3	8	1	7	4		1	6		5	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	12.1	9.5	9.5	12.1		9.5	12.1		9.5	12.1	
Total Split (s)	12.0	41.0	15.0	12.0	41.0		15.0	50.0		17.0	52.0	
Total Split (%)	10.0%	34.2%	12.5%	10.0%	34.2%		12.5%	41.7%		14.2%	43.3%	
Maximum Green (s)	5.9	34.9	8.9	5.9	34.9		8.9	43.9		10.9	45.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1		6.1	6.1		6.1	6.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	3.0	1.0	1.0	3.0		1.0	3.0		1.0	3.0	
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		16.9			20.9			22.9			20.9	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	46.6	40.7	53.1	41.3	36.1		47.1	40.8		56.2	47.5	
Actuated g/C Ratio	0.39	0.34	0.44	0.34	0.30		0.39	0.34		0.47	0.40	
v/c Ratio	0.77	0.35	0.08	0.15	0.65		0.43	0.89		1.12	0.76	
Control Delay	72.2	54.0	15.4	7.8	6.8		21.3	21.4		122.3	33.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	72.2	54.0	15.4	7.8	6.8		21.3	21.4		122.3	33.6	
LOS	E	D	B	A	A		C	C		F	C	
Approach Delay		55.3			6.9			21.4			50.4	
Approach LOS		E			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 115 (96%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 34.0		Intersection LOS: C	
Intersection Capacity Utilization 90.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button)

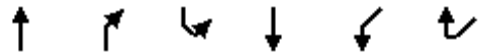




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	381	54	48	365	293	70	927	39	229	891	88
Future Volume (veh/h)	157	381	54	48	365	293	70	927	39	229	891	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	419	59	52	397	318	77	1019	43	246	958	95
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.91	0.91	0.91	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	306	1267	631	360	634	503	180	1111	47	242	1204	119
Arrive On Green	0.05	0.36	0.36	0.06	0.67	0.67	0.04	0.32	0.32	0.03	0.12	0.12
Sat Flow, veh/h	1781	3554	1582	1781	1882	1493	1781	3474	147	1781	3264	324
Grp Volume(v), veh/h	173	419	59	52	375	340	77	521	541	246	521	532
Grp Sat Flow(s),veh/h/ln	1781	1777	1582	1781	1777	1598	1781	1777	1843	1781	1777	1811
Q Serve(g_s), s	5.9	10.3	2.8	2.3	14.3	14.5	3.5	33.9	33.9	10.9	34.2	34.3
Cycle Q Clear(g_c), s	5.9	10.3	2.8	2.3	14.3	14.5	3.5	33.9	33.9	10.9	34.2	34.3
Prop In Lane	1.00		1.00	1.00		0.93	1.00		0.08	1.00		0.18
Lane Grp Cap(c), veh/h	306	1267	631	360	598	538	180	568	590	242	655	668
V/C Ratio(X)	0.57	0.33	0.09	0.14	0.63	0.63	0.43	0.92	0.92	1.02	0.80	0.80
Avail Cap(c_a), veh/h	306	1267	631	395	598	538	237	650	674	242	680	693
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	28.2	22.5	24.3	15.3	15.4	29.5	39.3	39.3	33.4	48.3	48.3
Incr Delay (d2), s/veh	1.5	0.7	0.3	0.1	4.7	5.3	0.6	16.6	16.2	62.4	6.4	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.5	1.1	0.9	4.7	4.3	1.5	17.1	17.6	9.3	17.5	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	28.9	22.8	24.4	20.0	20.7	30.1	55.9	55.5	95.8	54.7	54.6
LnGrp LOS	C	C	C	C	B	C	C	E	E	F	D	D
Approach Vol, veh/h		651			767			1139			1299	
Approach Delay, s/veh		28.9			20.6			54.0			62.4	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	50.3	12.0	46.5	17.0	44.5	9.6	48.9
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	8.9	45.9	5.9	34.9	10.9	43.9	5.9	34.9
Max Q Clear Time (g_c+I1), s	5.5	36.3	7.9	16.5	12.9	35.9	4.3	12.3
Green Ext Time (p_c), s	0.0	2.8	0.0	2.3	0.0	2.5	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	45.9
HCM 6th LOS	D



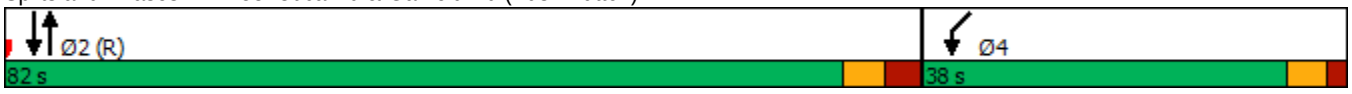
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1060	0	0	873	312	2
Future Volume (vph)	1060	0	0	873	312	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt					0.999	
Flt Protected					0.953	
Satd. Flow (prot)	3539	0	0	3505	1756	0
Flt Permitted					0.953	
Satd. Flow (perm)	3539	0	0	3505	1756	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	30	
Link Distance (ft)	132			95	123	
Travel Time (s)	2.6			1.9	2.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.95	0.95	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1128	0	0	919	380	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1128	0	0	919	382	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	*0.90	1.00
Turning Speed (mph)		9	15		20	9
Number of Detectors	1			1	1	
Detector Template	Thru			Thru	Left	
Leading Detector (ft)	25			25	25	
Trailing Detector (ft)	0			0	0	
Turn Type	NA			NA	Prot	
Protected Phases	2			2	4	
Permitted Phases						
Detector Phase	2			2	4	
Switch Phase						

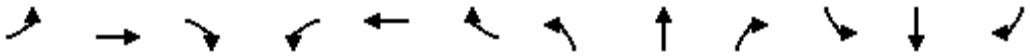
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	6.0			6.0	6.0	
Minimum Split (s)	25.1			25.1	12.0	
Total Split (s)	82.0			82.0	38.0	
Total Split (%)	68.3%			68.3%	31.7%	
Maximum Green (s)	74.9			74.9	32.4	
Yellow Time (s)	3.6			3.6	3.6	
All-Red Time (s)	3.5			3.5	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	7.1			7.1	5.6	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	0.2			0.2	0.2	
Minimum Gap (s)	0.2			0.2	0.2	
Time Before Reduce (s)	0.0			0.0	0.0	
Time To Reduce (s)	0.0			0.0	0.0	
Recall Mode	Max			Max	Max	
Walk Time (s)	5.0			5.0	5.0	
Flash Dont Walk (s)	6.9			6.9	11.4	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	74.9			74.9	32.4	
Actuated g/C Ratio	0.62			0.62	0.27	
v/c Ratio	0.51			0.42	0.81	
Control Delay	9.2			26.7	30.2	
Queue Delay	0.0			0.0	0.0	
Total Delay	9.2			26.7	30.2	
LOS	A			C	C	
Approach Delay	9.2			26.7	30.2	
Approach LOS	A			C	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 19.1		Intersection LOS: B	
Intersection Capacity Utilization 98.1%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1158: Utica Rd & Garfield Rd (Push Button)





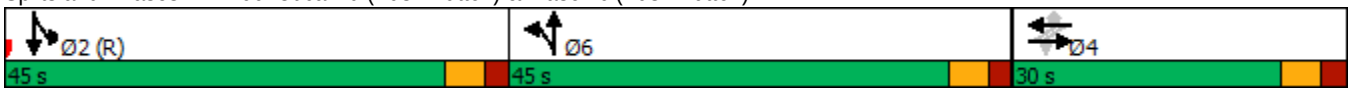
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	119	30	16	96	246	23	1136	7	131	971	23
Future Volume (vph)	82	119	30	16	96	246	23	1136	7	131	971	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		0	500		132	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00		1.00								
Frt		0.970				0.850		0.999			0.997	
Flt Protected	0.950			0.950				0.999			0.994	
Satd. Flow (prot)	1787	1819	0	1770	1863	1583	0	3567	0	0	3507	0
Flt Permitted	0.690			0.432				0.999			0.994	
Satd. Flow (perm)	1298	1819	0	803	1863	1583	0	3567	0	0	3507	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		10									2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1050			1152			619			374	
Travel Time (s)		23.9			26.2			12.1			7.3	
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.72	0.72	0.72	0.93	0.93	0.93	0.95	0.95	0.95	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	114	165	42	17	103	265	24	1196	7	147	1091	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	207	0	17	103	265	0	1227	0	0	1264	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	*0.90	*0.90	*0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	15		9	18		9	18		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	25	25		25	25	25	20	25		20	25	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		4			4		6	6		2	2	
Permitted Phases	4			4		4						
Detector Phase	4	4		4	4	4	6	6		2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	12.0	12.0		12.0	12.0	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	45.0	45.0		45.0	45.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	25.0%	37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	24.0	24.0		24.0	24.0	24.0	39.3	39.3		39.3	39.3	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	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		5.7			5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	Max	Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0	14.0	21.3	21.3		10.3	10.3	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)	21.7	21.7		21.7	21.7	21.7		39.3			41.6	
Actuated g/C Ratio	0.18	0.18		0.18	0.18	0.18		0.33			0.35	
v/c Ratio	0.49	0.62		0.12	0.31	0.93		1.05			1.04	
Control Delay	51.0	51.0		41.9	44.4	85.9		72.5			75.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	51.0	51.0		41.9	44.4	85.9		72.5			75.2	
LOS	D	D		D	D	F		E			E	
Approach Delay		51.0			72.8			72.5			75.2	
Approach LOS		D			E			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 43 (36%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 71.4		Intersection LOS: E	
Intersection Capacity Utilization 91.5%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 1266: Utica Rd (Push Button) & Masonic (Push Button)



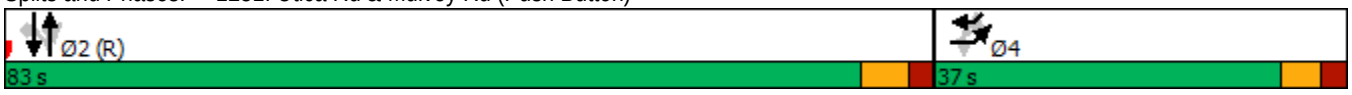


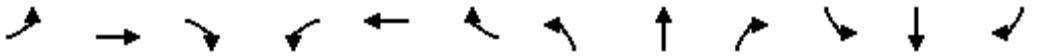
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	65	21	18	18	1452	35	12	1213	54	31	23	27
Future Volume (vph)	65	21	18	18	1452	35	12	1213	54	31	23	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)		0	0	500		115	500		85	20	0	
Storage Lanes		1	0	1		1	1		1	1	1	
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00									0.98	
Frt		0.976				0.850			0.850		0.850	
Flt Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1780	0	1787	3574	1599	1770	3539	1583	1805	1615	0
Flt Permitted		0.774		0.194			0.133			0.675		
Satd. Flow (perm)	0	1431	0	365	3574	1599	248	3539	1583	1282	1590	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32				27			31		33	
Link Speed (mph)		25			35			35		25		
Link Distance (ft)		1070			999			1047		1199		
Travel Time (s)		29.2			19.5			20.4		32.7		
Confl. Peds. (#/hr)	3											3
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.95	0.95	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Adj. Flow (vph)	71	23	20	19	1561	38	13	1277	57	38	28	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	0	19	1561	38	13	1277	57	38	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			12			12		12		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Left		Left	Thru	Right	Left	Thru	Right	Left	Right	
Leading Detector (ft)	20	25		25	25	25	25	25	25	25	25	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Turn Type	D.Pm	Prot		Perm	NA	Perm	Perm	NA	Perm	D.Pm	Over	
Protected Phases		4			2			2			4	
Permitted Phases	4			2		2	2		2	4	4	
Detector Phase	4	4		2	2	2	2	2	2	4	4	
Switch Phase												

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	15.0	15.0		10.0	10.0	10.0	10.0	10.0	10.0	15.0	15.0	
Minimum Split (s)	21.0	21.0		27.0	27.0	27.0	27.0	27.0	27.0	21.0	21.0	
Total Split (s)	37.0	37.0		83.0	83.0	83.0	83.0	83.0	83.0	37.0	37.0	
Total Split (%)	30.8%	30.8%		69.2%	69.2%	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	
Maximum Green (s)	31.0	31.0		76.5	76.5	76.5	76.5	76.5	76.5	31.0	31.0	
Yellow Time (s)	3.5	3.5		4.3	4.3	4.3	4.3	4.3	4.3	3.5	3.5	
All-Red Time (s)	2.5	2.5		2.2	2.2	2.2	2.2	2.2	2.2	2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0		6.5	6.5	6.5	6.5	6.5	6.5	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	25.0	25.0		15.5	15.5	15.5	15.5	15.5	15.5	25.0	25.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	
Act Effct Green (s)		15.2		92.3	92.3	92.3	92.3	92.3	92.3	15.2	15.2	
Actuated g/C Ratio		0.13		0.77	0.77	0.77	0.77	0.77	0.77	0.13	0.13	
v/c Ratio		0.55		0.07	0.57	0.03	0.07	0.47	0.05	0.23	0.26	
Control Delay		45.6		2.9	3.5	1.0	4.4	5.7	1.9	51.1	28.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		45.6		2.9	3.5	1.0	4.4	5.7	1.9	51.1	28.6	
LOS		D		A	A	A	A	A	A	D	C	
Approach Delay		45.6			3.5			5.5		37.2		
Approach LOS		D			A			A		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 94 (78%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 81.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1281: Utica Rd & Mulvey Rd (Push Button)





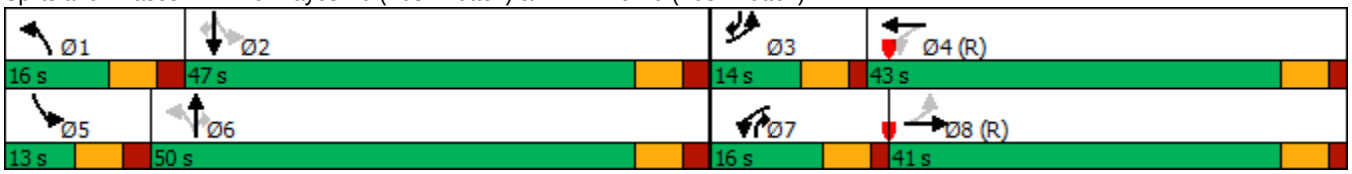
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	432	97	45	338	55	86	535	106	33	462	71
Future Volume (vph)	80	432	97	45	338	55	86	535	106	33	462	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		0	500		0	150		180	200		300
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	0.99				0.98			0.99
Frt		0.973			0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3429	0	1770	3445	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.401			0.337			0.169			0.127		
Satd. Flow (perm)	740	3429	0	627	3445	0	315	1863	1556	237	1863	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			16				89			89
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1276			2865			1075			1095	
Travel Time (s)		19.3			43.4			24.4			24.9	
Confl. Peds. (#/hr)	7		1	1		7	1		3	3		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	92	497	111	54	407	66	91	563	112	35	491	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	608	0	54	473	0	91	563	112	35	491	76
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*0.90	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	25	25		25	25		25	25	25	25	25	25
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	3	8		7	4		1	6	7	5	2	3
Permitted Phases	8			4			6		6	2		2
Detector Phase	3	8		7	4		1	6	7	5	2	3
Switch Phase												

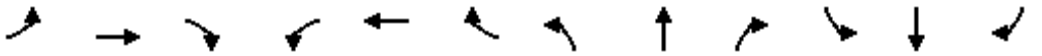
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	6.0	3.0	3.0	6.0	3.0
Minimum Split (s)	9.5	12.0		9.5	12.0		9.8	13.0	9.5	9.8	13.0	9.5
Total Split (s)	14.0	41.0		16.0	43.0		16.0	50.0	16.0	13.0	47.0	14.0
Total Split (%)	11.7%	34.2%		13.3%	35.8%		13.3%	41.7%	13.3%	10.8%	39.2%	11.7%
Maximum Green (s)	8.0	35.0		10.0	37.0		9.2	43.2	10.0	6.2	40.2	8.0
Yellow Time (s)	4.3	4.3		4.3	4.3		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.7	1.7		1.7	1.7		2.5	2.5	1.7	2.5	2.5	1.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.8	6.8	6.0	6.8	6.8	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	3.0		0.2	3.0		0.2	3.0	0.2	0.2	3.0	0.2
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max		Min	C-Max		None	None	Min	Min	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		15.0			15.0			14.2			14.2	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	51.3	45.2		48.8	44.0		46.5	40.2	45.8	42.2	38.0	44.9
Actuated g/C Ratio	0.43	0.38		0.41	0.37		0.39	0.34	0.38	0.35	0.32	0.37
v/c Ratio	0.25	0.47		0.18	0.37		0.46	0.90	0.17	0.26	0.83	0.12
Control Delay	21.6	29.9		17.6	25.0		27.2	56.7	6.0	23.4	51.0	3.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	29.9		17.6	25.0		27.2	56.7	6.0	23.4	51.0	3.2
LOS	C	C		B	C		C	E	A	C	D	A
Approach Delay		28.8			24.3			45.8			43.4	
Approach LOS		C			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 87 (73%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 36.3 Intersection LOS: D
Intersection Capacity Utilization 73.9% ICU Level of Service D
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	432	97	45	338	55	86	535	106	33	462	71
Future Volume (veh/h)	80	432	97	45	338	55	86	535	106	33	462	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	497	111	54	407	66	91	563	112	35	491	76
Peak Hour Factor	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	1158	257	346	1196	192	192	600	562	135	564	548
Arrive On Green	0.05	0.40	0.40	0.03	0.39	0.39	0.05	0.32	0.32	0.03	0.30	0.30
Sat Flow, veh/h	1781	2885	641	1781	3061	493	1781	1870	1581	1781	1870	1580
Grp Volume(v), veh/h	92	305	303	54	235	238	91	563	112	35	491	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1748	1781	1777	1776	1781	1870	1581	1781	1870	1580
Q Serve(g_s), s	3.7	14.9	15.1	2.2	11.1	11.3	4.2	35.1	5.9	1.6	29.8	4.0
Cycle Q Clear(g_c), s	3.7	14.9	15.1	2.2	11.1	11.3	4.2	35.1	5.9	1.6	29.8	4.0
Prop In Lane	1.00		0.37	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	713	702	346	694	694	192	600	562	135	564	548
V/C Ratio(X)	0.22	0.43	0.43	0.16	0.34	0.34	0.47	0.94	0.20	0.26	0.87	0.14
Avail Cap(c_a), veh/h	451	713	702	432	694	694	241	673	624	173	627	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	26.0	26.0	21.3	25.7	25.7	30.8	39.6	26.8	32.0	39.7	26.9
Incr Delay (d2), s/veh	0.1	1.9	1.9	0.1	1.3	1.3	0.7	19.9	0.2	0.4	11.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	6.4	6.4	0.9	4.8	4.9	1.8	19.2	2.2	0.7	15.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	27.8	27.9	21.4	27.0	27.1	31.5	59.5	27.0	32.4	51.5	27.0
LnGrp LOS	C	C	C	C	C	C	C	E	C	C	D	C
Approach Vol, veh/h		700			527			766			602	
Approach Delay, s/veh		27.0			26.4			51.4			47.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	43.0	11.4	52.9	10.4	45.3	10.2	54.2
Change Period (Y+Rc), s	6.8	6.8	* 6	* 6	6.8	6.8	* 6	* 6
Max Green Setting (Gmax), s	9.2	40.2	* 8	* 37	6.2	43.2	* 10	* 35
Max Q Clear Time (g_c+I1), s	6.2	31.8	5.7	13.3	3.6	37.1	4.2	17.1
Green Ext Time (p_c), s	0.0	1.3	0.0	1.3	0.0	1.4	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	565	6	0	523	0	21
Future Volume (vph)	565	6	0	523	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		25	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.998					0.865
Flt Protected						
Satd. Flow (prot)	5075	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	5075	0	0	3539	0	1611
Link Speed (mph)	35			35	30	
Link Distance (ft)	1422			235	195	
Travel Time (s)	27.7			4.6	4.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	614	7	0	568	0	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	621	0	0	568	0	23
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Right	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.0%		ICU Level of Service A	
Analysis Period (min) 15			

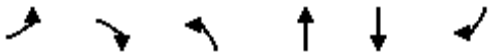
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	565	6	0	523	0	21
Future Vol, veh/h	565	6	0	523	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	25	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	614	7	0	568	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	311
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	584
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	584
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	584	-	-	-
HCM Lane V/C Ratio	0.039	-	-	-
HCM Control Delay (s)	11.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	13	17	1079	969	24
Future Volume (vph)	12	13	17	1079	969	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	30			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.930				0.996	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1691	0	1770	3539	3525	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1691	0	1770	3539	3525	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	317			307	263	
Travel Time (s)	7.2			6.0	5.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	13	14	18	1173	1053	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	18	1173	1079	0
Enter Blocked Intersection	No	No	Yes	Yes	Yes	Yes
Lane Alignment	L NA	Right	Left	Right	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

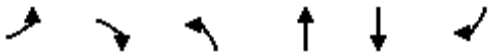
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	13	17	1079	969	24
Future Vol, veh/h	12	13	17	1079	969	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	30	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	14	18	1173	1053	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1689	540	1079	0	-	0
Stage 1	1066	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	84	486	642	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	82	486	642	-	-	-
Mov Cap-2 Maneuver	82	-	-	-	-	-
Stage 1	284	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.7	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	642	-	144	-	-
HCM Lane V/C Ratio	0.029	-	0.189	-	-
HCM Control Delay (s)	10.8	-	35.7	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	34	2	3	1062	871	111
Future Volume (vph)	34	2	3	1062	871	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.993				0.983	
Flt Protected	0.955					
Satd. Flow (prot)	1766	0	0	3539	3457	0
Flt Permitted	0.955					
Satd. Flow (perm)	1766	0	0	3539	3457	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	1161			95	1408	
Travel Time (s)	31.7			1.9	27.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.60	0.60	0.94	0.94	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	2%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	57	3	3	1130	937	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	1133	1056	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	2	3	1062	871	111
Future Vol, veh/h	34	2	3	1062	871	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	94	94	93	93
Heavy Vehicles, %	2	2	0	2	3	0
Mvmt Flow	57	3	3	1130	937	119

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1568	528	1056	0	-	0
Stage 1	997	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.1	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.2	-	-	-
Pot Cap-1 Maneuver	102	495	667	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	495	667	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	529	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	76.2	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	667	-	106	-	-
HCM Lane V/C Ratio	0.005	-	0.566	-	-
HCM Control Delay (s)	10.4	0.1	76.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	2.7	-	-

1004: Groesbeck Hwy & Utica Rd (Push Button) Performance by movement

Movement	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.0	24.9	22.8	20.9	0.1	0.0	0.0	10.3
Total Del/Veh (s)	42.6	34.1	232.2	48.9	53.3	171.6	41.7	26.6	77.6	47.5	43.4	58.2

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.2	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	49.0	59.1	18.2	49.2	47.0	35.6	38.9	32.7	14.1	57.2	26.9	11.0

1005: Groesbeck Hwy & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	35.4

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	28.7	15.3	9.1	14.2	12.8	3.9	31.7	40.3	12.7	49.5	28.0	5.6

1141: Garfield Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	22.1

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	45.6	41.8	13.2	26.9	28.3	25.3	34.1	15.9	11.3	40.5	22.2	18.1

1146: Utica Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	25.8

1158: Utica Rd & Garfield Rd (Push Button) Performance by movement

Movement	NBT	SBT	SWL	SWT	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0		0.0	0.0
Total Del/Veh (s)	2.7	6.1	13.3		5.5	5.6

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	31.3	28.2	41.4	3.4	0.7	3.3	0.0	0.9	0.0	0.3	0.7	5.5
Total Del/Veh (s)	326.5	175.7	167.7	58.9	51.9	62.7	70.0	73.4	72.4	52.6	57.8	55.6

1266: Utica Rd (Push Button) & Masonic (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	3.5
Total Del/Veh (s)	77.7

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Denied Del/Veh (s)	0.2	0.2	0.2	0.0	0.0	0.2	2.5	0.3	2.3	3.1	0.1	0.2
Total Del/Veh (s)	46.4	44.5	29.2	16.3	4.8	3.1	21.3	6.4	3.3	46.9	46.0	23.8

1281: Utica Rd & Mulvey Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.9

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.1	0.2	0.2	0.1	0.0	0.0	3.1	1.0	3.2	3.0	0.5	3.0
Total Del/Veh (s)	23.6	25.9	16.1	16.1	14.6	11.1	64.9	60.5	34.1	32.1	38.2	6.3

1416: Hayes Rd (Push Button) & E 14 Mile Rd (Push Button) Performance by movement

Movement	All
Denied Del/Veh (s)	0.9
Total Del/Veh (s)	34.9

5001: Access 1 (14M) & E 14 Mile Rd (Push Button) Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.1	0.0
Total Del/Veh (s)	2.3	1.8	1.5	7.5	2.0

5002: Utica Rd (Push Button) & Access 2 (Utica) Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.0	7.8	20.7	5.1	2.8	2.0	4.2

9022: Utica Rd & Admiral St (Push Button) Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.0	22.6	11.0	0.9	22.3	22.2	11.6

Total Zone Performance

Denied Del/Veh (s)	8.6
Total Del/Veh (s)	1577.4