Traffic Study

Dripping Springs

Austin, Texas
October 8, 2015

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Prepared for

City of Dripping Springs

Prepared by



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Introduction

HDR Engineering, Inc. has been retained by the City of Dripping Springs (City) to perform a traffic engineering study along its two primary thoroughfares: US 290 and RM 12. The study area as well as existing volumes are shown in Figure 1. This study analyzes intersections on US 290 between W Tiger Lane and Hays Country Acres Road and intersections on RM 12 between Springlake Drive/Goodnight Trail and RM 150. US 290 currently experiences significant congestion during the PM peak when local schools release concurrently. The existing network has numerous single outlet streets and transportation network connectivity is limited. Roadway and driveway spacing along US 290 and RM 12 also contribute to operational issues. The City is expected to experience significant growth over the next decade due to extensive residential development. This study recommends a series of improvements to mitigate current and future transportation issues. These improvements are separated into short, mid, and long-term improvements for prioritization purposes.

This report documents existing traffic conditions, prepares traffic forecasts, analyzes future year conditions, and develops and prioritizes transportation improvements.

Existing Thoroughfare System

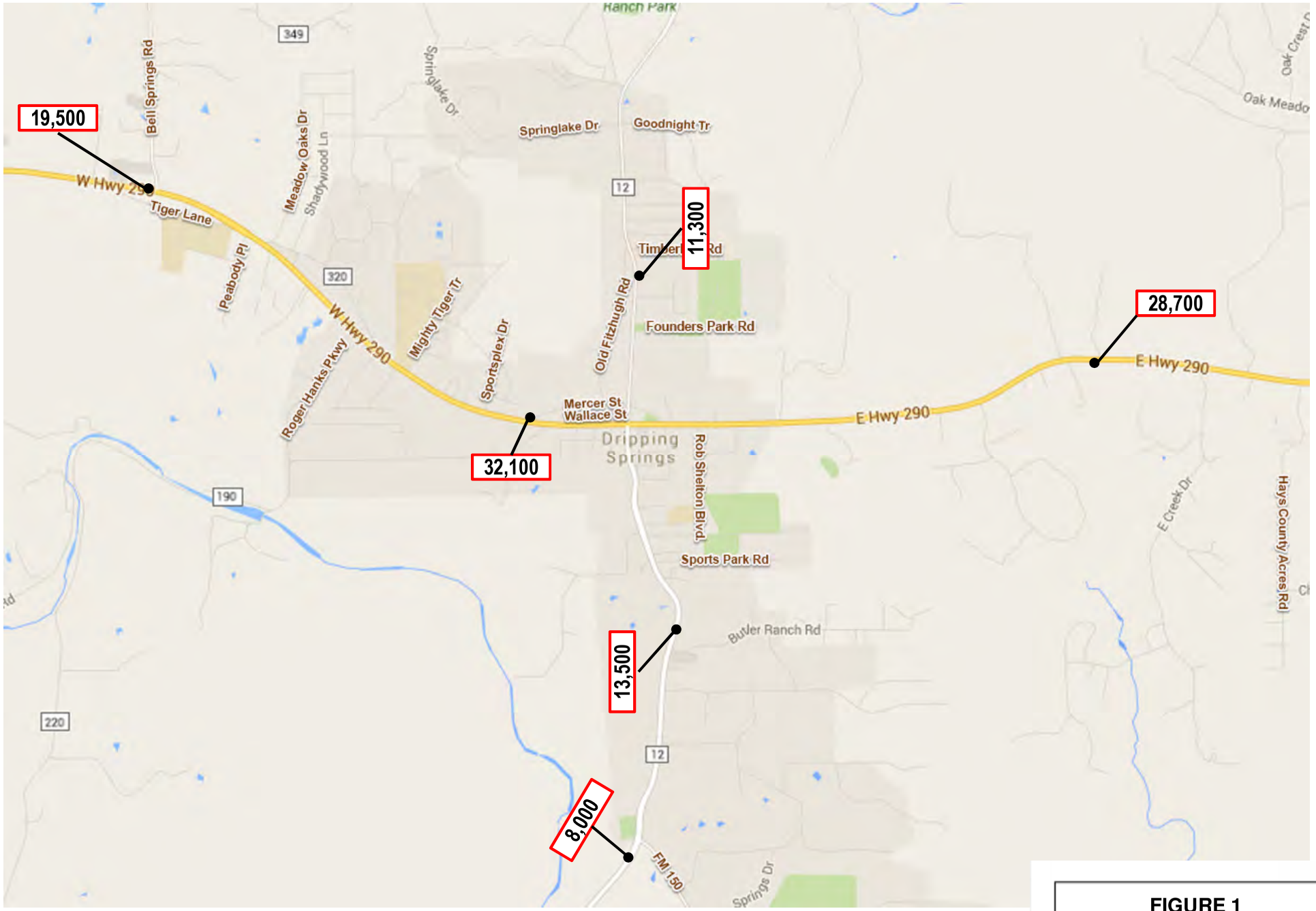
As shown in Figure 1, US 290 and RM 12 are the two primary thoroughfares in Dripping Springs. Average daily traffic estimates for these roadways were obtained from counts conducted by HDR in April 2015. The Hays County Transportation Master Plan (Ref. 1) classifies these roadways and proposes recommendations discussed in the following paragraphs.

US 290

US 290 is currently a four-lane divided roadway with a two-way center left-turn lane within the study area. The Hays County Transportation Master Plan and the Capital Area Metropolitan Planning Organization (CAMPO) (Ref. 2) classify US 290 as a principal arterial. 24-hour count data collected as part of this study recorded a daily traffic volume of approximately 19,500 vehicles per day (vpd) on US 290 west of Bell Springs Road, 32,100 vpd east of Sportsplex Drive, and 28,700 vpd west of E Creek Drive. The Hays County Transportation Master Plan recommends that US 290 from RM 12 to Nutty Brown Road be widened to a six-lane expressway.

RM 12

RM 12 is currently a two-lane undivided roadway within the study area. The Hays County Transportation Master Plan and CAMPO classify RM 12 as a principal arterial south of US 290 and a minor arterial north of US 290. 24-hour count data collected as part of this study recorded a daily traffic volume of approximately 11,300 vpd on RM 12 south of Timberline Road, 13,500 vpd south of Chestnut Ridge, and 8,000 vpd south of FM 150. The Hays County Transportation Master Plan recommends that RM 12 from Fitzhugh Road to FM 150 be widened to a four-lane divided major arterial. TxDOT plans to upgrade the roadway to a 3-lane section south of Springlake Drive/Goodnight Trail to north of Founders Park.



XX,XXX 2015 Existing Daily Traffic Volumes (vpd)

FIGURE 1

AREA LOCATION MAP WITH 2015 EXISTING DAILY TRAFFIC VOLUMES

Traffic Analysis

In order to assess future traffic conditions, two (2) time periods and three (3) travel conditions were evaluated using SimTraffic (Ref. 3):

- 2015 Existing Conditions
- 2025 Forecasted Conditions without Recommended Improvements
- 2025 Forecasted Conditions with Recommended Improvements

Intersections in the vicinity of the site are considered the locations of principal concern because they are the locations of highest traffic conflict and delay. The standard used to evaluate traffic conditions at intersections is level of service (LOS), which is a qualitative measure of the effect of a number of factors such as speed, volume of traffic, geometric features, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience, and operating cost.

Two types of intersections to be evaluated are signalized and unsignalized, which use different criteria for assessment of operating levels. The analysis procedures are described in the following sections.

Signalized Intersection Level of Service

Signalized intersection LOS is defined in terms of delay, which is a direct and/or indirect measure of driver discomfort, frustration, fuel consumption, and lost travel time. The levels of service have been established based on driver acceptability of various delays. The delay for each approach lane group is calculated based on a number of factors including lane geometrics, percentage of trucks, peak hour factor, number of lanes, signal progression, volume, signal green time to total cycle time ratio, roadway grades, parking conditions, and pedestrian flows.

Table 1 summarizes the levels of service that are appropriate for different levels of average control delay, and a qualitative description for each.

Table 1. Signalized Intersection: Level of Service Measurement and Qualitative Descriptions

Level of Service	Control Delay Per Vehicle (sec)	Qualitative Description
A	< 10	Good progression and short cycle lengths
B	≥ 10 and < 20	Good progression or short cycle lengths, more vehicle stops
C	≥ 20 and < 35	Fair progression and/or longer cycle lengths, some cycle failures
D	≥ 35 and < 55	Congestion becomes noticeable, high volume to capacity ratio
E	≥ 55 and < 80	Limit of acceptable delay, poor progression, long cycles, and/or high volume
F	> 80	Unacceptable to drivers, volume greater than capacity

Unsignalized Intersection Level of Service

Unsignalized intersection LOS is defined in terms of average control delay and, in some cases, v/c ratio. Control delay is that portion of total delay attributed to traffic control measures, either traffic signals or stop signs. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Table 2 shows the relationship between the average control delay and the LOS. The LOS range for unsignalized intersections is different than that for signalized intersections. This difference is due to the fact that drivers expect different levels of performance from different kinds of transportation facilities. Unsignalized intersections carry less traffic volume than signalized intersections and delays at unsignalized intersections are variable. For these reasons, control delay would be less for an unsignalized intersection than for a signalized intersection. The overall approach LOS is computed as a weighted average of the vehicle delay for each movement; therefore, an approach may have an overall LOS C or D and have individual movements, which are LOS E or F.

Table 2. Unsignalized Intersection: Level of Service Measurement

Level of Service	Control Delay Per Vehicle (sec)
A	< 10
B	> 10 and < 15
C	> 15 and < 25
D	> 25 and < 35
E	> 35 and < 50
F	> 50

2015 Existing Conditions

The analysis of existing traffic requires the collection of data on the major roadways and intersections. Traffic counts were conducted on Wednesday, February 4, 2015, Tuesday, April 14, 2015, Wednesday, April 15, 2015, Thursday, May 14, 2015, Wednesday, May 20, 2015, and Thursday, May 21, 2015.

Signalized Intersections

The following intersections within the study area are signalized:

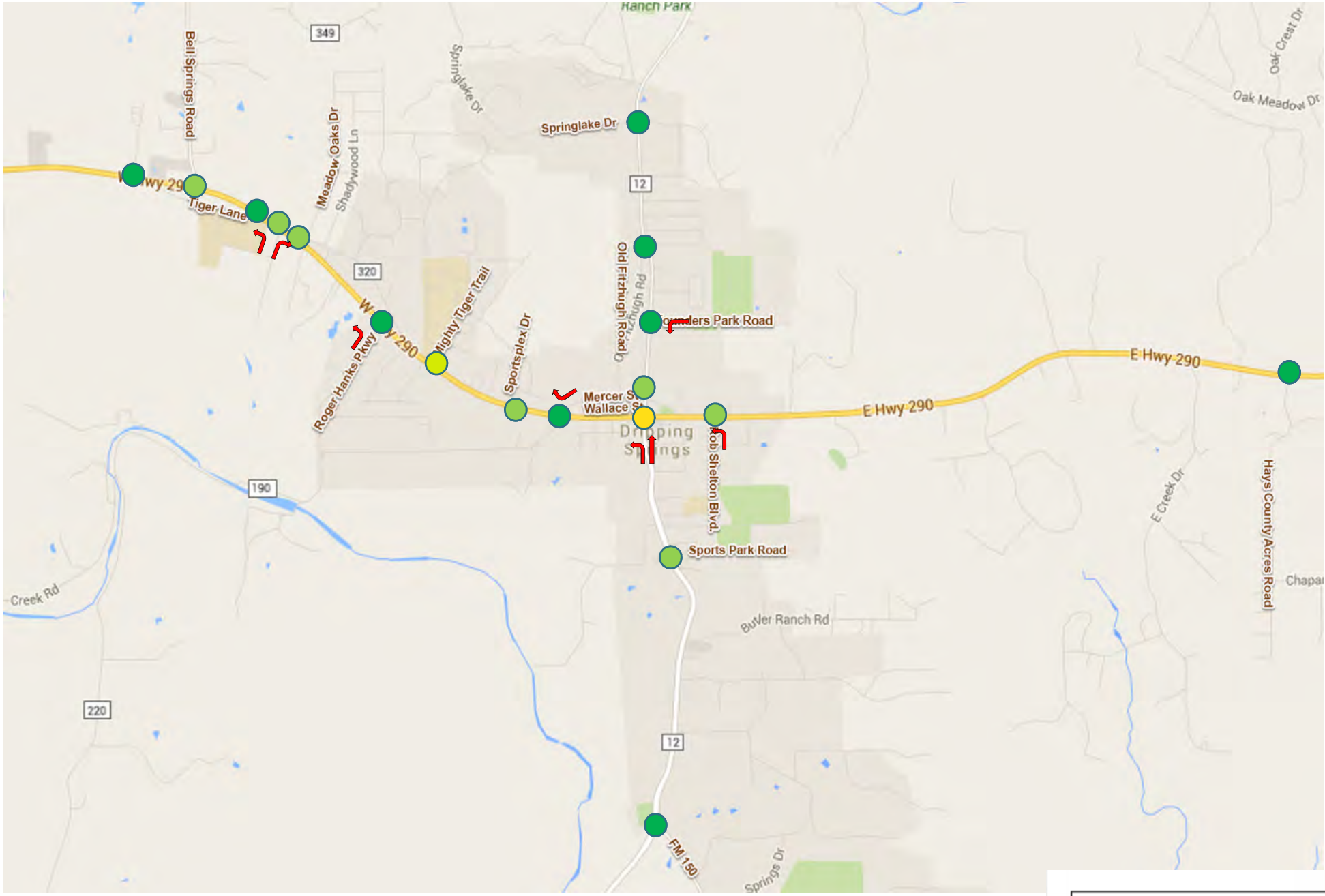
- US 290 and Bell Springs Road
- US 290 and Meadow Oak Drive
- US 290 and Mighty Tiger Trail
- US 290 and Sportsplex Drive
- US 290 and RM 12
- US 290 and Rob Shelton Boulevard
- RM 12 and Mercer Street
- RM 12 and Sports Park Road

Unsignalized Intersections

The following intersections within the study area are unsignalized:

- US 290 and Tiger Lane (W)
- US 290 and Tiger Lane (E)
- US 290 and Peabody Place
- US 290 and Roger Hanks Parkway
- US 290 and Hays Country Acres Road
- RM 12 and Springlake Drive/Goodnight Trail
- RM 12 and Old Fitzhugh Road/Timberline Road
- RM 12 and Founders Park Road
- RM 12 and FM 150

Existing LOS of the above intersections are presented in Figures 2 and 3.



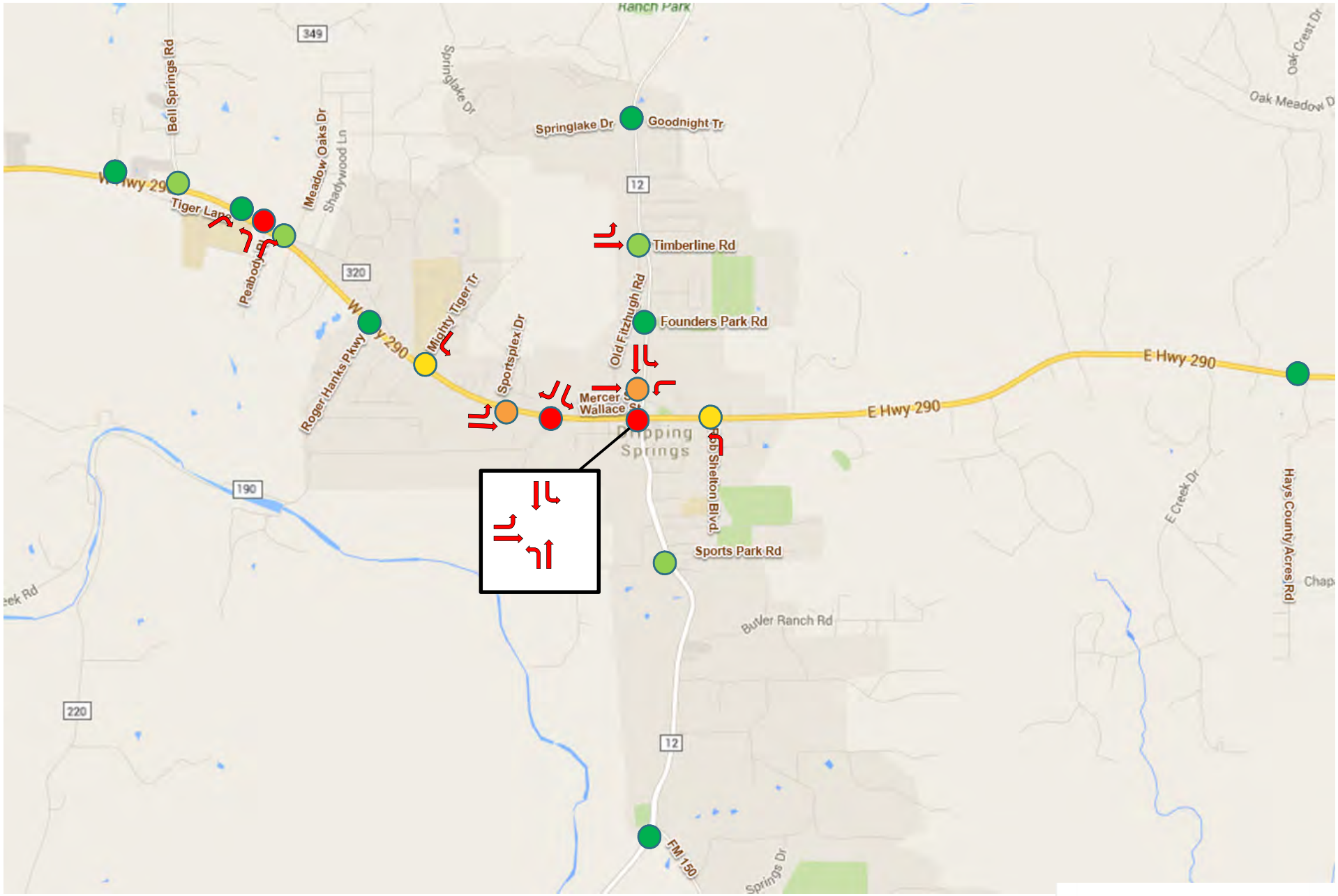
INTERSECTION LOS

A B C D E F

MOVEMENT LOS F

FIGURE 2

2015 EXISTING AM LEVEL OF SERVICE



INTERSECTION LOS

A B C D E F

MOVEMENT LOS F

FIGURE 3

2015 EXISTING PM LEVEL OF SERVICE

2025 Forecasted Conditions

The City of Dripping Springs is expected to experience significant growth due to proposed residential developments. These developments, shown in Figure 4, are anticipated to be completed by 2025. The 2025 time frame was used to assess the major roadway effects and to facilitate the evaluation of potential improvements. The forecasted traffic was projected using available information and is shown in Figure 5. This process was facilitated by using trends established by prior data for the major roadways and intersections in the immediate vicinity of the project site.

The traffic impact analysis process involves both the use of primary data and engineering judgment on transferable parameters. Specifically, engineering judgment is required for estimation of background traffic growth and pass-by capture. Traffic growth rates for the area were examined using previously collected traffic counts from TxDOT in the vicinity of the project site. Based on historical information presented in TxDOT Statewide Planning Maps (Ref. 4), a two (2) percent annual growth rate was assumed for this study. Institute of Transportation Engineers Trip Generation, 9th Edition (Ref. 5) was used to generate trips for proposed developments.

The total 2025 traffic demand will be the sum of traffic generated by proposed projects and changes in existing traffic. When built out, the proposed projects will generate approximately 72,025 unadjusted daily trips. Table 3 provides a detailed summary of traffic production, which is directly related to the assumed land uses. Intersection LOS results for 2025 forecasted traffic conditions with and without recommended short and mid-term improvements are shown in Figures 6 through 9. Intersection LOS and delay results for 2015 existing, 2020 forecasted, and 2020 site plus forecasted traffic volume conditions are presented in Table 4.

Table 3. Summary of Unadjusted Daily and Peak Hour Trip Generation

Land Use	Size	24-Hour Two Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Single Family Detached Housing	7,807 DU	71,731	1,424	4,273	4,377	2,571
Senior Adult Housing	80 DU	294	15	28	23	15
Total		**72,025**	**1,439**	**4,301**	**4,400**	**2,586**

Table 4. Intersection Level of Service and Delay (veh/sec)

Location	2015 Existing		2025 Forecasted w/o Recommended Improvements		2025 Forecasted w/ Recommended Improvements	
	AM	PM	AM	PM	AM	PM
US 290 and Tiger Lane (W)	A* (2.3)	A* (1.9)	E* (48.4)	F* (53.5)	B* (10.7)	B* (14.7)
US 290 and Bell Springs Road	B (13.7)	B (15.8)	E (77.6)	E (75.1)	C (20.2)	E (63.0)
US 290 and Tiger Lane (E)	A* (9.8)	A* (5.6)	F* (129.9)	F* (166.3)	F* (136.7)	F* (99.6)
US 290 and Peabody Place	B* (12.6)	F* (72.4)	F* (89.4)	F* (115.8)	E* (43.9)	F((80.6)
US 290 and Meadow Oak Drive	B (12.5)	B (16.9)	D (41.0)	D (39.6)	D (37.2)	D (44.6)
US 290 and Roger Hanks Parkway	A* (9.4)	A* (7.1)	F* (207.9)	F* (226.8)	F (73.1)	F (198.3)
US 290 and Mighty Tiger Trail	C (23.5)	D (39.8)	F (120.8)	F (205.3)	F (82.8)	F (176.8)
US 290 and Sportsplex Drive	B (15.8)	E (59.9)	F (146.5)	F (150.9)	E (67.5)	F (134.2)
US 290 and Mercer Street	B* (10.0)	F* (53.7)	F* (185.7)	E* (63.8)	F (90.4)	F (68.1)
US 290 and RM 12	E* (48.9)	F* (122.5)	F* (223.5)	F* (211.5)	F (150.6)	F (171.8)
US 290 and Rob Shelton Boulevard	B (18.7)	D (54.2)	F (212.6)	F (251.9)	B (19.0)	F (99.8)
US 290 and Hays Country Acres Road	A* (3.6)	A* (2.4)	E* (37.4)	F* (190.8)	C (24.2)	D (51.3)
RM 12 and Springlake Drive/Goodnight Trail	A* (4.6)	A* (1.8)	F* (125.7)	F* (112.6)	A (6.5)	C (25.2)
RM 12 and Old Fitzhugh Road/Timberline Road	A* (6.0)	B* (10.7)	F* (117.8)	E* (48.6)	B (16.8)	F (83.5)
RM 12 and Founders Park Road	A* (5.9)	A* (3.0)	F* (157.6)	F* (67.7)	F (66.0)	F (85.4)
RM 12 and Mercer Street	B (10.3)	E (70.0)	F (77.5)	F (174.5)	E* (40.1)	E* (66.0)
RM 12 and Sports Park Road	B (13.2)	B (15.3)	C (29.4)	D (43.1)	A (3.9)	A (11.2)
RM 12 and FM 150	A* (5.5)	A* (2.3)	F* (81.2)	F* (105.2)	C (33.7)	C (29.4)

*Unsignalized

1 Caliterra
2 Counts Ranch
3 Scenic Greens
4 Garnett Ranch
5 Harrison Hills
6 Bella Vista
7 Driftwood
8 Legacy Trails, Phase 3
9 Heritage tract (fka Baird)
10 Heritage tract (fka Davidson)
12 Headwaters @ Barton Creek
18 Howard Ranch
26 Blue Blazes
29 Anarene
34 Founders Ridge
36 Meritage
37 Burrows
38 Arrowhead
39 Merritt Hill County Senior Apts
* Carter Ranch
* Al-Rashid Tract (fka Slaughter Tract)
* Needham Tract
* Bonham Tract
* Cannon Tract
* Scott Tract
* HC Carter 17 acres

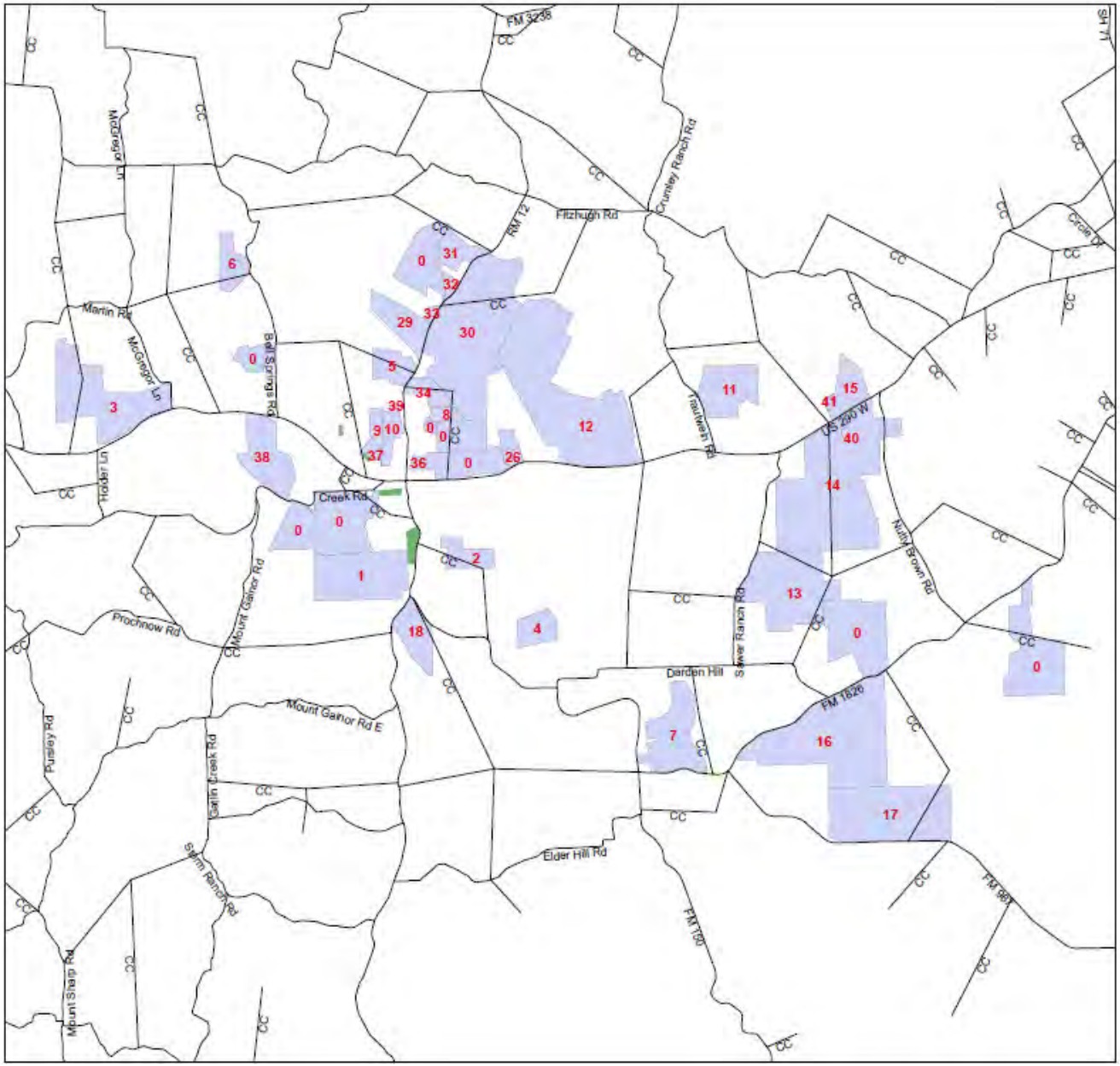
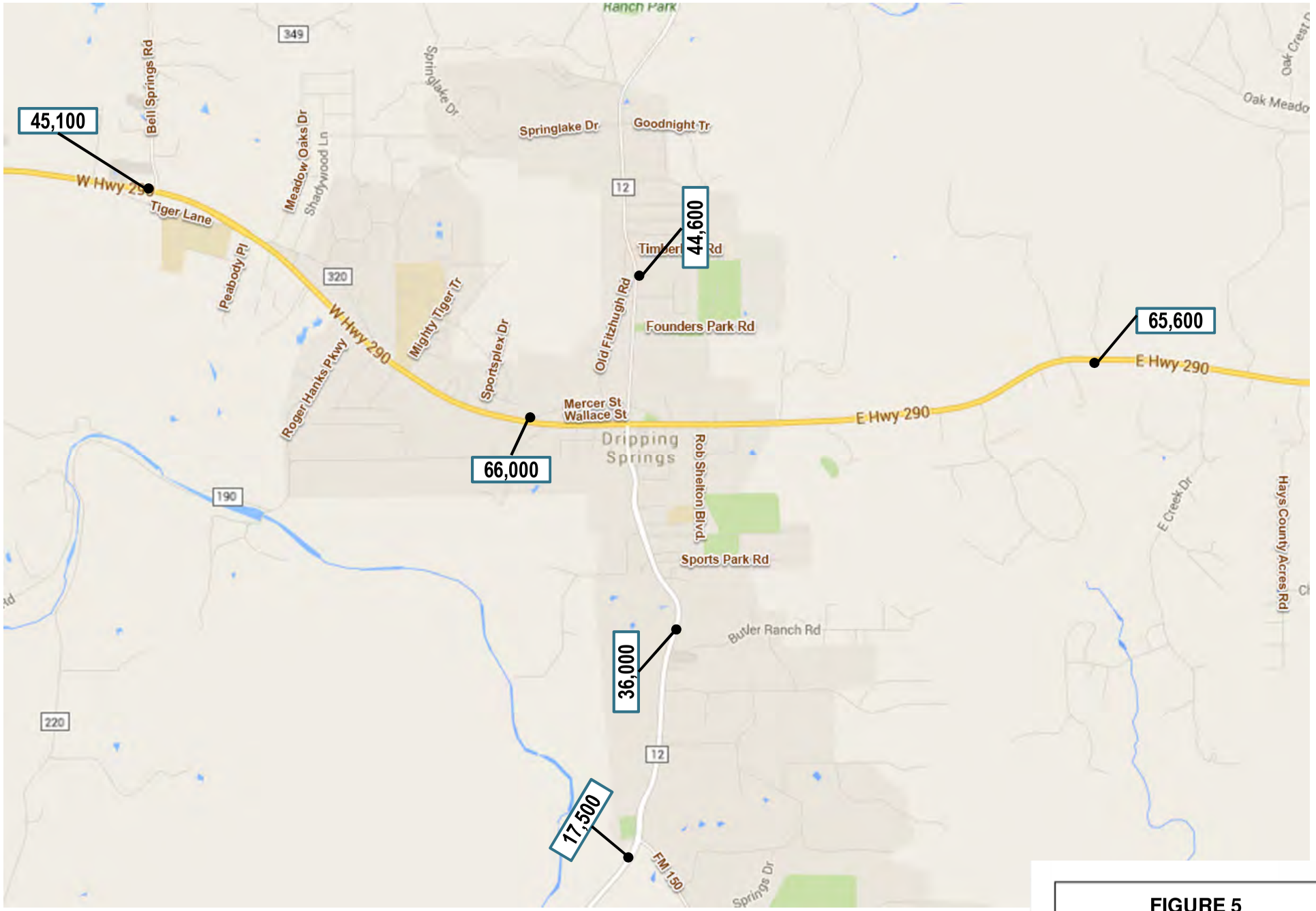


FIGURE 4

PROPOSED DEVELOPMENTS BY 2025

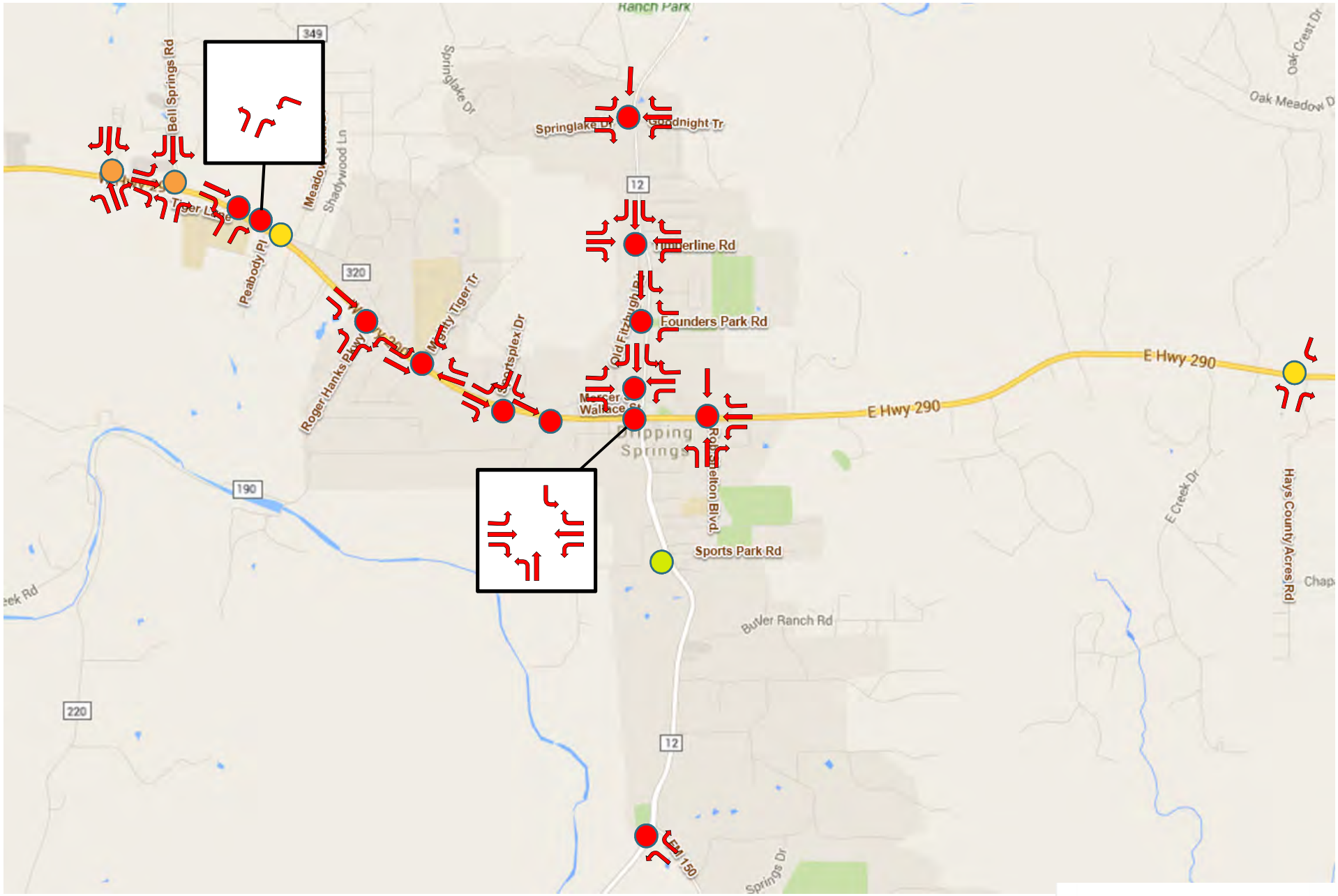
*Not Pictured



XX,XXX 2025 Forecasted Daily Traffic Volumes (vpd)

FIGURE 5

AREA LOCATION MAP WITH 2025 FORECASTED DAILY TRAFFIC VOLUMES



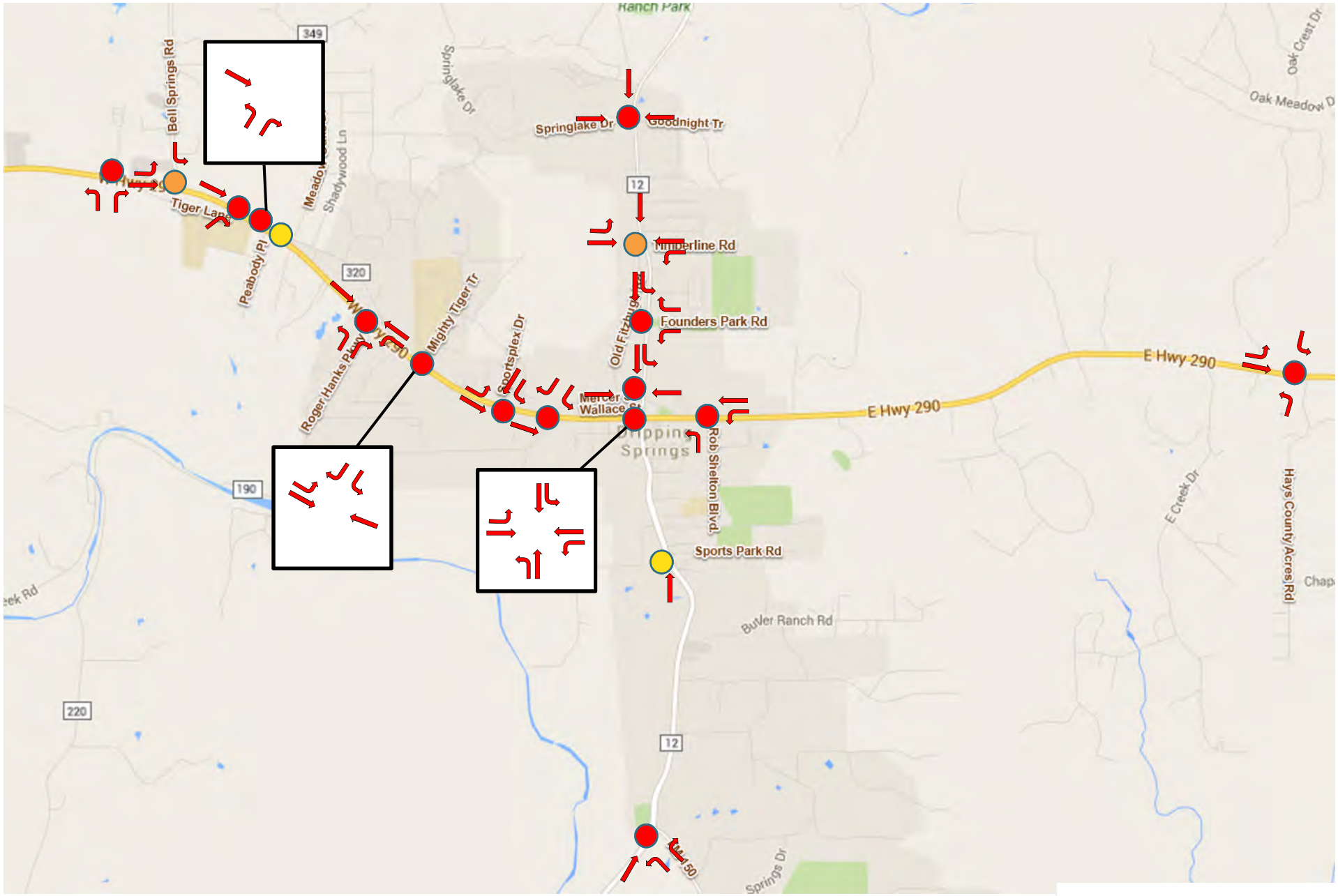
INTERSECTION LOS

A B C D E F

MOVEMENT LOS F

FIGURE 6

2025 FORECASTED AM LEVEL OF SERVICE WITHOUT IMPROVEMENTS



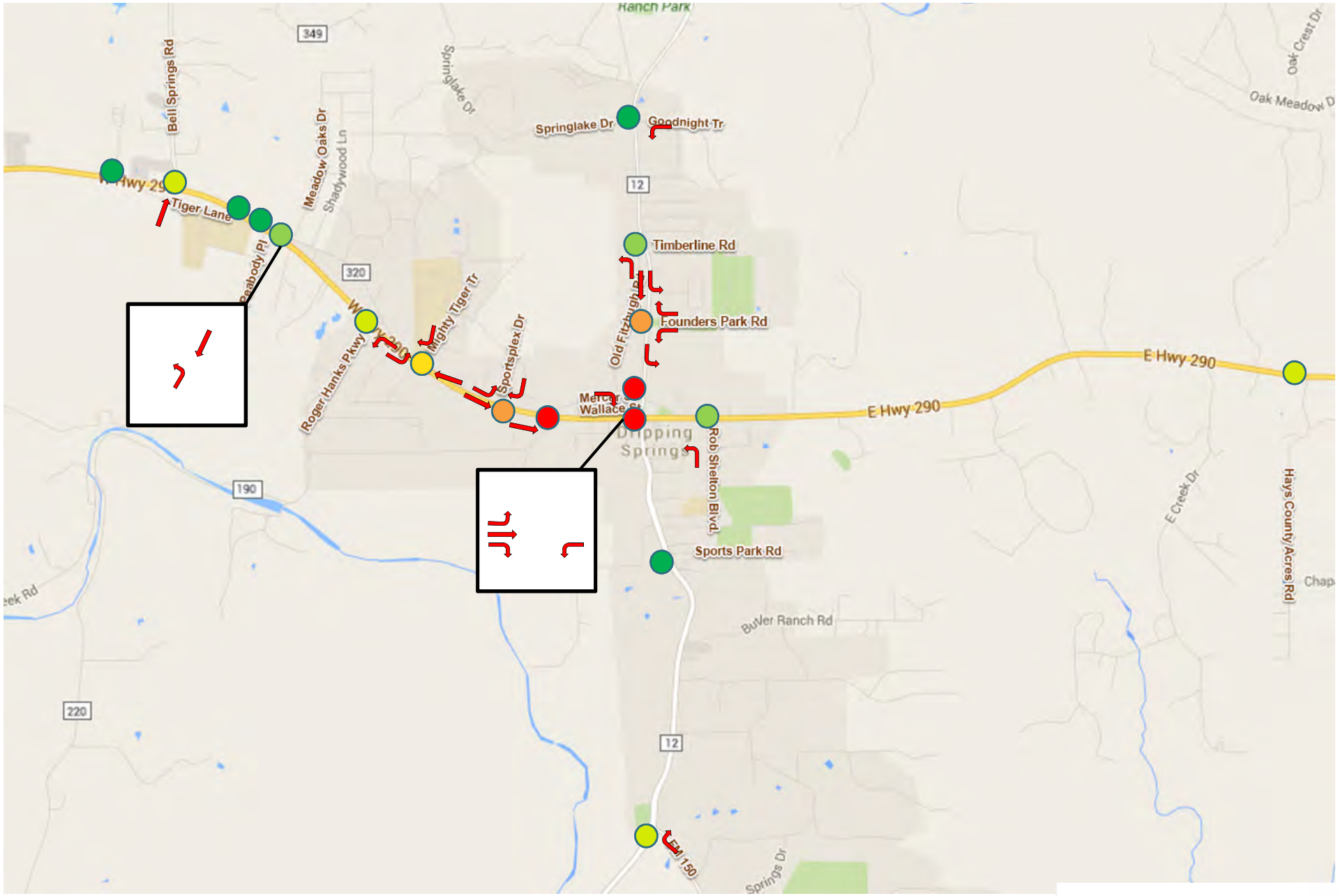
INTERSECTION LOS

A B C D E F

MOVEMENT LOS F

FIGURE 7

2025 FORECASTED PM LEVEL OF SERVICE WITHOUT IMPROVEMENTS



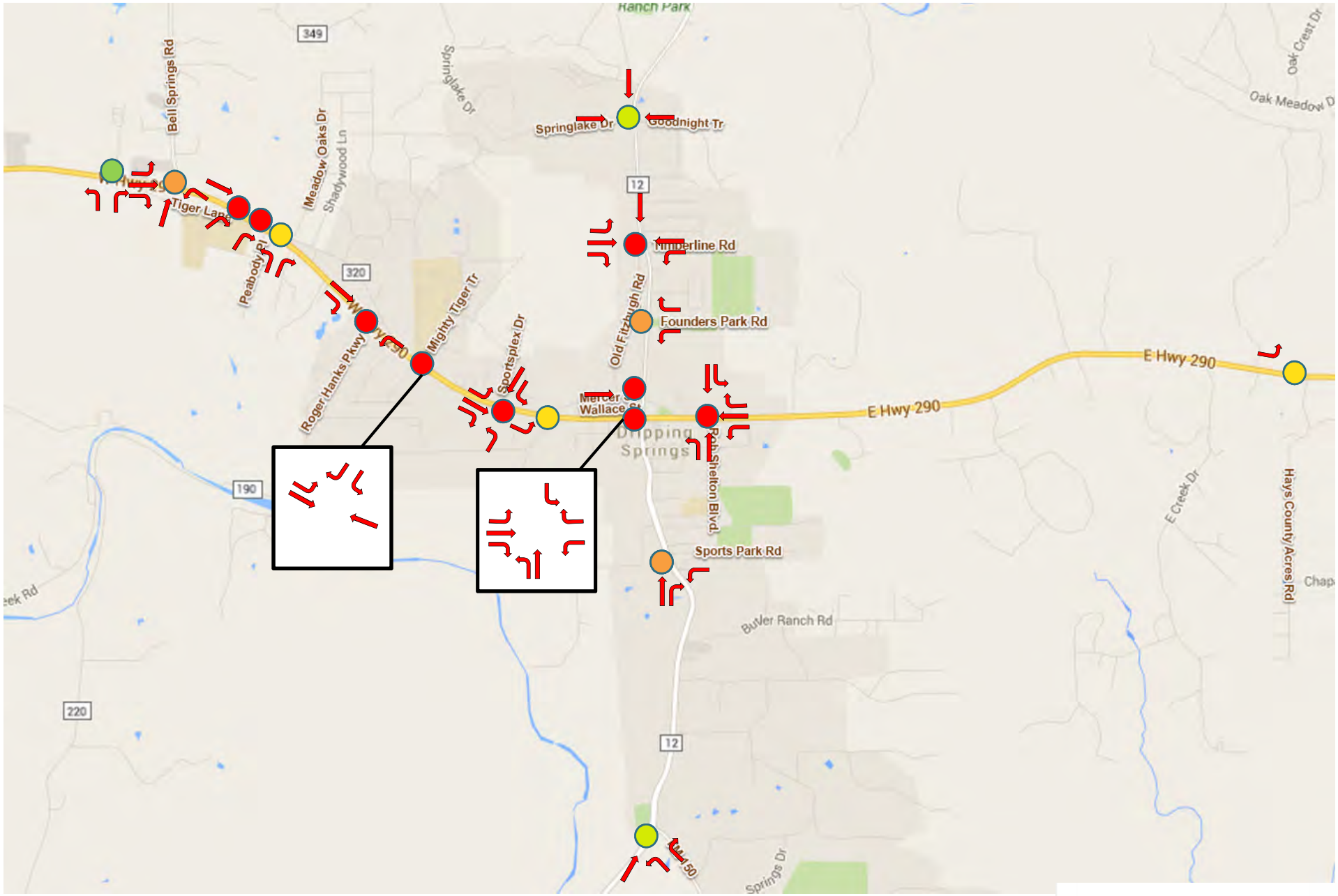
INTERSECTION LOS

A B C D E F

MOVEMENT LOS F

FIGURE 8

2025 FORECASTED AM LEVEL OF SERVICE WITH IMPROVEMENTS



INTERSECTION LOS

A B C D E F

MOVEMENT LOS F

FIGURE 9

2025 FORECASTED PM LEVEL OF SERVICE WITH IMPROVEMENTS

Transportation Improvements

The primary corridors and study intersections are projected to operate with significant delays in 2025 if transportation improvements are not implemented. Figures 6 and 7 depict the projected traffic conditions under this scenario. This report identifies transportation improvements to mitigate the impacts of the anticipated growth. Recommended improvements are separated into short, mid, and long-term improvements for project prioritization purposes. Figures 8 and 9 depict the projected traffic conditions with implementation of short and mid-term recommended improvements. Though several intersections remain at LOS F overall delay improves significantly with improvements.

Short and Mid-Term Improvements

All short and mid-term improvements are listed in Table 5 and shown in Figure 10. It is assumed that intersections recommendation for signalization will meet signal warrants by 2025.

The recommended typical cross section for the proposed widening of US 290 to a 6-lane section is shown in Figure 11.

Dripping Springs Independent School District Coordination

DSISD High School and Middle School currently both start at 9:00 AM and end at 4:15 PM. Located across US 290 from each other, these schools contribute to major congestion along US 290 and the surrounding network during the PM peak period. DSISD should consider staggering the start and end time of the two schools to help mitigate congestion and improve traffic operations within the City. An alternative being considered is a satellite drop-off and pick-up location east of RM 12 which would reduce vehicular traffic converging on the schools during these time periods. As traffic volumes increase on US 290 and new school campuses open in the City, DSISD should consider modifying traffic circulation routes around the schools to facilitate ease of ingress/egress. Continued discussions are necessary to determine solutions that will best meet the needs of DSISD and the City of Dripping Springs.

Roadway Alignments and Connectivity

Along US 290 and RM 12, single outlet neighborhoods and skewed intersections contribute to congestion along the two major thoroughfares. As the City of Dripping Springs improves and expands its roadway network, careful consideration should be given to proper alignment of roadways and creating a connected network with the implementation of new roadways. When given the opportunity, existing alignments should also be corrected.

Future Development

The City's transportation network is expected to experience a significant impact from already planned projects. It is crucial that the overall network continue be considered when approving future projects to prevent the roadway network from exceeding capacity.

Access Management

The City should implement access management to improve safety along its major corridors. Access management regulates vehicle access to businesses, public facilities and residences. Strategies for improving access management include optimal spacing between traffic signals and driveways, safe turning lanes, and median treatments. Good access management promotes safe and efficient use of the transportation network.

Table 5. Short and Mid-term Recommendations

Location		Short-term Recommendations		Mid-term Recommendations
US 290	A	Coordinate traffic signals and optimize timings	1	Widen to 6 lanes with a median within City limits (US 290 between Mercer Street and RM 12, limited median width due to existing bridge structure)
US 290 and Tiger Lane (W)		No short-term improvements		No mid-term improvements
US 290 and Bell Springs Road	B	Widen NB/SB approaches to provide left-turn lanes		No mid-term improvements
US 290 and Tiger Lane (E)		No short-term improvements	2	Reconfigure intersection to right-in/right-out only
US 290 and Peabody Place		No short-term improvements	3	Reconfigure intersection to right-in/right-out only
US 290 and Meadow Oak Drive		No short-term improvements	4	▪ Realign Meadow Oaks Drive across US 290 with new roadway on south side to provide connection to middle school • Provide two lanes on NB and SB approaches
US 290 and Roger Hanks Parkway	C	Signalize when warrants are met	5	• Construct an EB right-turn lane • Construct an additional left-turn lane to provide dual WB left-turn lanes
US 290 and Mighty Tiger Trail	D	Construct an additional left-turn lane to provide dual SB left-turn lanes for 300’	6	Construct a WB right-turn lane
US 290 and Sportsplex Drive	E	• Restripe for an additional left-turn lane to provide dual SB left-turn lanes for 300’ and a shared through/right lane • Construct an additional SB through/right-turn lane	7	Construct a WB right-turn lane
US 290 and Mercer Street		No short-term improvements	8	Signalize when warrants are met
US 290 and RM 12	F	• Restripe the NB and SB approaches to provide a left-turn lane, left-turn/through shared lane, and a right-turn lane • Construct additional left-turn lanes to provide dual NB and SB left-turn lanes	9	Construct additional left-turn lanes to provide dual EB and WB left-turn lanes
US 290 and Rob Shelton Boulevard	G	• Close median opening at northernmost HEB driveway and extend NB left-turn lane • Widen NB approach to provide dual left-turn lanes, one through lane, and one right-turn lane	10	Widen NB/SB Rob Shelton to 4 lanes with a median
US 290 and Hays Country Acres Road		No short-term improvements	11	• Signalize when warrants are met • Widen NB/SB approaches to provide two lanes
RM 12	H	Coordinate traffic signals and optimize timings	12	• Widen to 4 lanes with a median within the City limits • Coordinate traffic signals and optimize timing
RM 12 and Springlake Drive/Goodnight Trail		No short-term improvements	13	Signalize when warrants are met
RM 12 and Old Fitzhugh Road/Timberline Road	I	• Widen EB/WB approaches to provide two lanes • Realign Old Fitzhugh Road for sight distance	14	Signalize when warrants are met
RM 12 and Founders Park Road		No short-term improvements	15	Signalize when warrants are met
RM 12 and Mercer Street	J	• Remove existing traffic signal or restrict turning movements by time-of-day • Modify intersection to right-in/right-out only on Mercer Street • Provide a channelized, free WB right-turn lane		No mid-term improvements
RM 12 and Wallace Street	K	Restrict access from Wallace Street to RM 12		No mid-term improvements
RM 12 and Sports Park Road		No short-term improvements	16	Widen WB approach to provide a left-turn lane
RM 12 and FM 150		No short-term improvements	17	• Signalize when warrants are met • Construct dual WB right-turn lanes
Citywide	L	• Install emergency vehicle preemption • Stagger start and end times for middle school and high school		No mid-term improvements

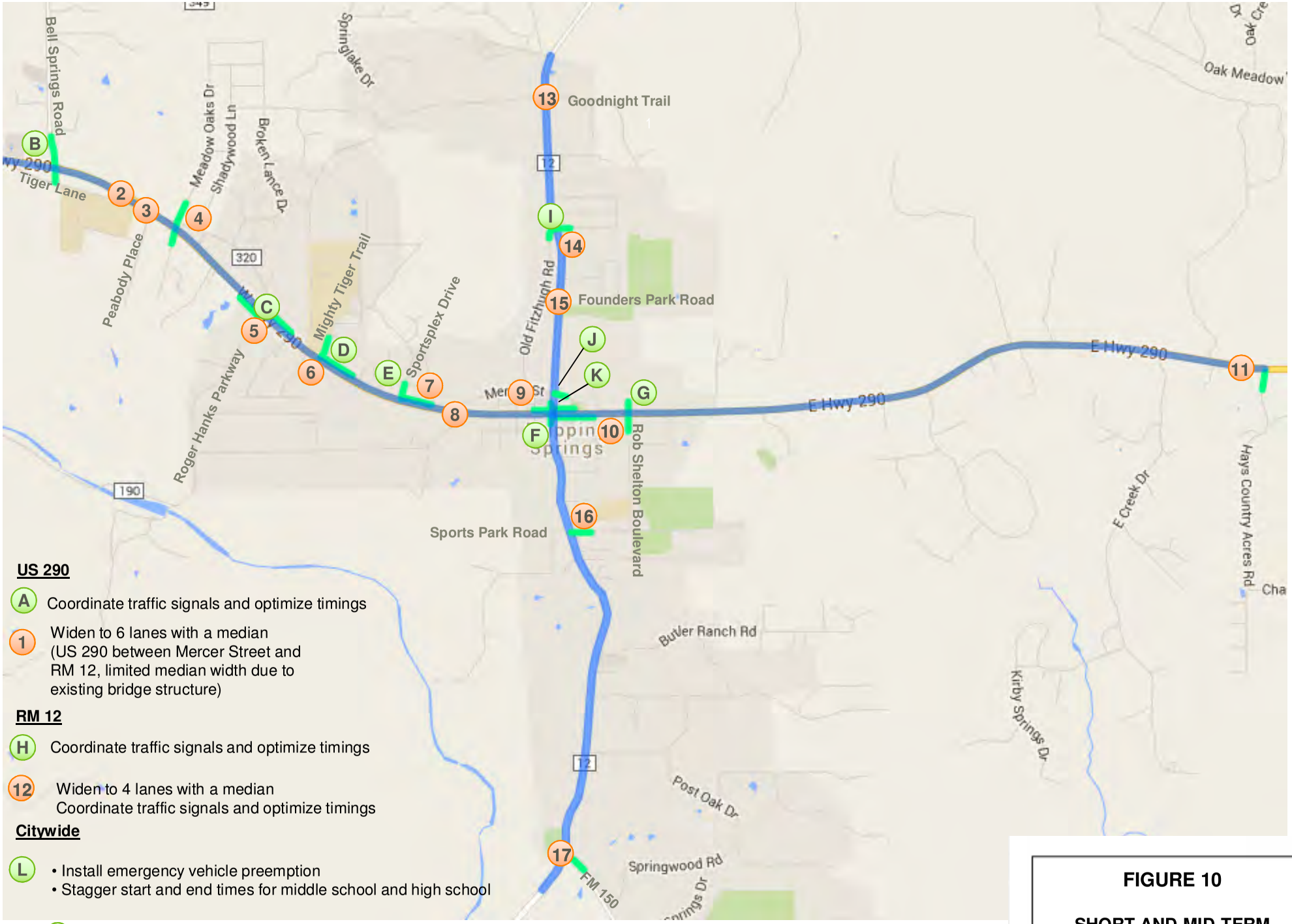
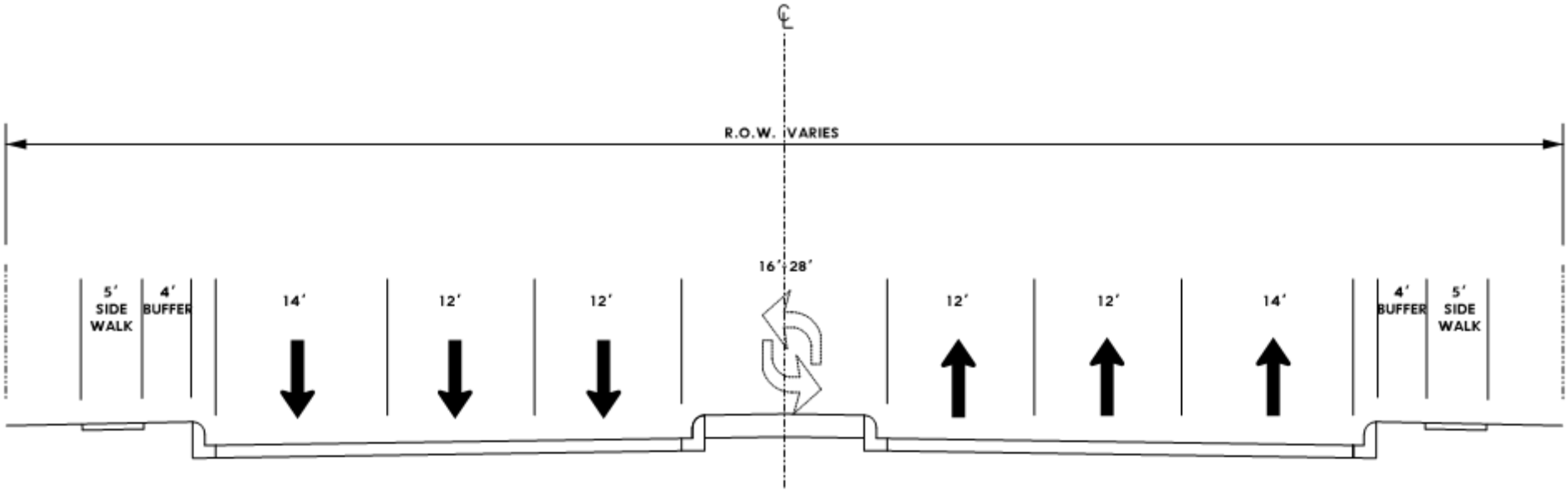


FIGURE 10

SHORT AND MID-TERM IMPROVEMENTS



6-LANE DIVIDED

FIGURE 11

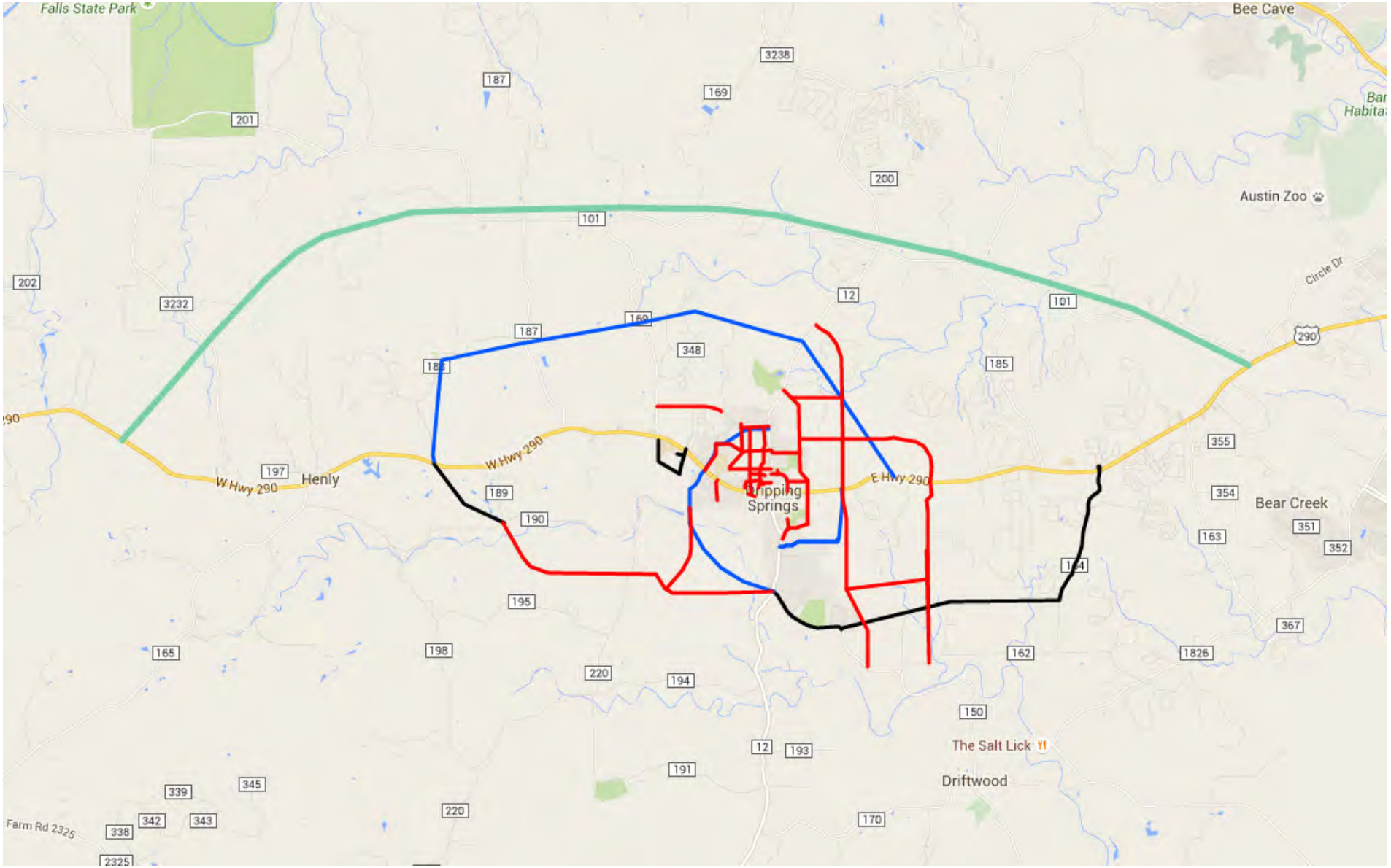
CONCEPTUAL
US 290 (6-LANE DIVIDED)

Long-Term Improvements

To meet the long-term needs of the City of Dripping Springs, a more robust roadway network is necessary. Long-term improvements considered for this study include a series of proposed roadways including those route previously recommended by the Dripping Springs Transportation Plan (Ref. 6) and the Hays County Transportation Master Plan. Figure 12 illustrates these proposed roadways. The North Loop corridor has been identified as a priority route for construction. Traffic volumes were rerouted assuming the implementation of this route to determine its impact on existing roadways. Using the Highway Capacity Manual (Ref. 7), it was determined that implementation of the North Loop corridor would improve operations from LOS F to LOS D. In this scenario, US 290 and RM 12 are a 6-lane arterial and 4-lane arterial, respectively. Figures 13 and 14 show 2015 existing, 2025 forecasted volumes without rerouting, and 2025 forecasted with rerouting daily traffic volumes as well at the threshold for LOS D operations. The 2025 forecasted scenario without rerouting is consistent with the level of service results shown previously.

In conjunction with implementation of the North Loop corridor, connections recommended by the Hays County Transportation Master Plan should be constructed to improve central connectivity in Dripping Springs. Specifically, these north/south connections would provide a bypass for RM 12. This will likely improve operations at US 290 and RM 12 by providing an alternative route. The newly recommended extension of Cannon Ranch Road to RM 12 would also provide another valuable alternative route around the US 290 and RM 12 intersection.

All alignments shown in Figure 15 are conceptual and should be evaluated for feasibility based on existing and future development, terrain and environmental constraints. A well-coordinated network of north/south and east/west roadways will help facilitate and redistribute long term traffic demand expected from the additional development projects rather than solely utilizing US 290 as ingress/egress. City of Dripping Springs should coordinate with Hays County, TxDOT and CAMPO to initiate feasibility analysis of these routes and connections. City should also work closely with the developers to establish a roadway grid network with appropriate connections to major roadways to enhance safety and mobility in the future.



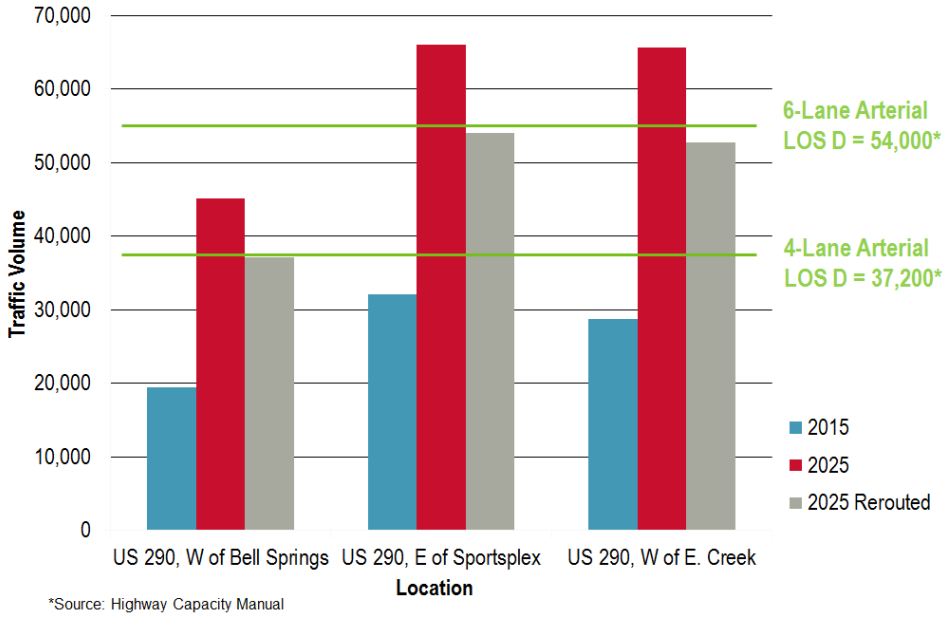
Legend

- Dripping Springs Transportation Plan
- Hays County Transportation Master Plan
- New Recommendations
- Potential US 290 Bypass (Along Fitzhugh)

FIGURE 12

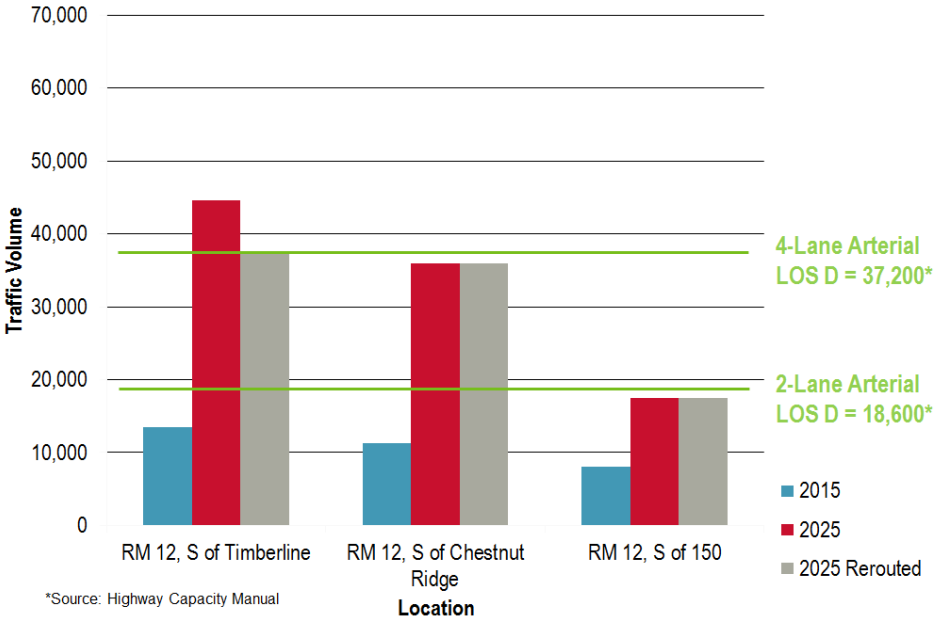
LONG-TERM IMPROVEMENTS

Figure 13. Daily Traffic Volumes on US 290

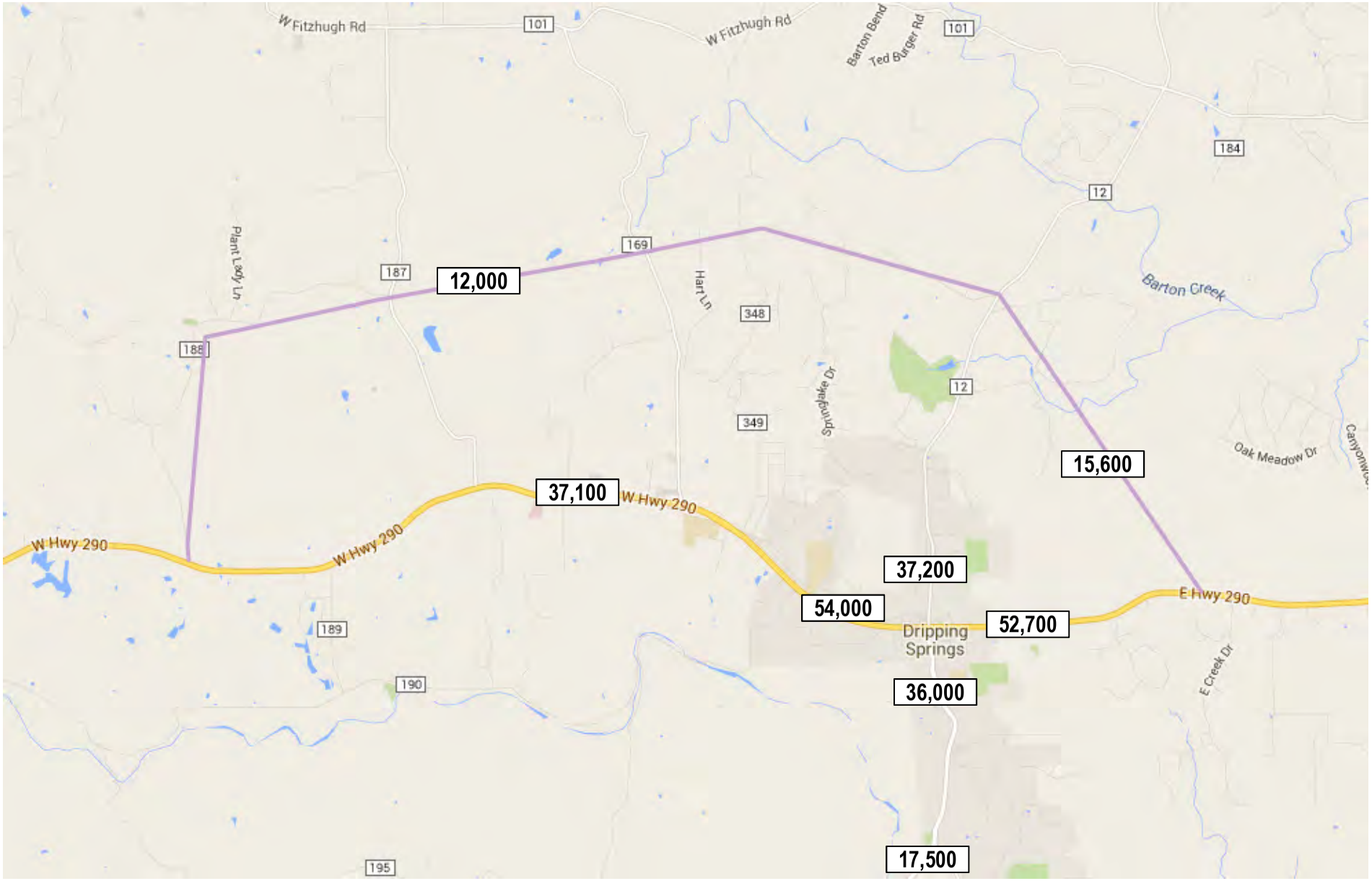


*Source: Highway Capacity Manual

Figure 14. Daily Traffic Volumes on RM 12



*Source: Highway Capacity Manual



Legend

North Loop

XXXXX 2025 Forecasted Daily Traffic Volumes (vpd)

FIGURE 15

NORTH LOOP CORRIDOR AND DAILY TRAFFIC VOLUMES

Summary

As the City of Dripping Springs continues to grow at a rapid pace over the next decade, it is important that the City plan ahead and develop strategies to mitigate the impacts of the large-scale growth. Strategies should be comprised of a variety of improvements for implementation in the short, mid, and long-term. This traffic study recommends the following:

- Short-term improvements should be implemented immediately while mid-term improvements should be coordinated with TxDOT and Hays County.
- The City should work with DSISD to develop plans to reduce peak period traffic demand on US 290.
- Access management guidelines along US 290 and RM 12 should be developed with TxDOT to reduce conflict points and enhance safety in heavily developed areas.
- As development occurs, improvements to the roadway network should work towards a well coordinated grid to redistribute traffic away from US 290.
- Implementation of a bypass on the north side of US 290 through coordination with CAMPO, Hays County, and TxDOT would act as an alternative route for traffic currently utilizing US 290.
- A citywide transportation planning study should further explore the viability of potential alternative routes and a well coordinated roadway network to accommodate the transportation needs of existing and future residents.

References

1. Hays County
2012 Hays County Transportation Master Plan, Hays County, Texas

2. Capital Area Metropolitan Planning Organization
2015 CAMPO 2040 Regional Transportation Plan, Travis County

3. Trafficware Ltd
2014 Synchro 9 and SimTraffic, Sugar Land, Texas

4. Texas Department of Transportation
2015 TxDOT Statewide Planning Map, Austin, Texas

5. Institute of Transportation Engineers
2012 Trip Generation Manual, An Informational Report, 9th Edition, Washington D.C.

6. Dripping Springs Transportation Plan
2008 City of Dripping Springs, Dripping Springs, Texas

7. Transportation Research Board
2010 Highway Capacity Manual, Washington, D.C.

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Appendix A. Technical Addendum

General Information

Proposed Developments
City of Dripping Springs
SUMMARY OF WEEKDAY SITE-GENERATED TRAFFIC
Per Equations and Rates Provided in ITE's Trip Generation, 9th Edition

ITE Code	Development Name	Land Use	Variable	Size	24-Hour Two-Way		AM Peak Hour			PM Peak Hour		
					Rate/Eqn	Volume	Rate/Eqn	Enter	Exit	Rate/Eqn	Enter	Exit
210	Caliterra	Single-Family Detached Housing	Dwelling Units	450	Equation	4190	Equation	81	244	Equation	256	151
210	Counts Ranch	Single-Family Detached Housing	Dwelling Units	100	Equation	1050	Equation	20	60	Equation	66	39
210	Scenic Greens	Single-Family Detached Housing	Dwelling Units	918	Equation	8074	Equation	163	489	Equation	487	286
210	Garnett Ranch	Single-Family Detached Housing	Dwelling Units	89	Equation	943	Equation	18	54	Equation	60	35
210	Harrison Hills	Single-Family Detached Housing	Dwelling Units	100	Equation	1050	Equation	20	60	Equation	66	39
210	Bella Vista	Single-Family Detached Housing	Dwelling Units	89	Equation	943	Equation	18	54	Equation	60	35
210	Driftwood	Single-Family Detached Housing	Dwelling Units	150	Equation	1525	Equation	29	86	Equation	95	56
210	Legacy Trails, Phase 3	Single-Family Detached Housing	Dwelling Units	54	Equation	596	Equation	12	36	Equation	38	22
210	Heritage tract (fka Baird)	Single-Family Detached Housing	Dwelling Units	800	Equation	7114	Equation	142	427	Equation	430	253
210	Heritage tract (fka Davidson)	Single-Family Detached Housing	Dwelling Units									
210	Headwaters @ Barton Creek	Single-Family Detached Housing	Dwelling Units	1000	Equation	8735	Equation	177	532	Equation	526	309
210	Howard Ranch	Single-Family Detached Housing	Dwelling Units	60	Equation	656	Equation	13	39	Equation	42	25
210	Blue Blazes	Single-Family Detached Housing	Dwelling Units	30	Equation	347	Equation	8	23	Equation	22	13
210	Anarene	Single-Family Detached Housing	Dwelling Units	1600	Equation	13461	Equation	282	847	Equation	803	471
210	Founders Ridge	Single-Family Detached Housing	Dwelling Units	200	Equation	1987	Equation	37	112	Equation	124	73
210	Meritage	Single-Family Detached Housing	Dwelling Units	130	Equation	1337	Equation	25	76	Equation	84	49
210	Burrows	Single-Family Detached Housing	Dwelling Units	76	Equation	816	Equation	16	47	Equation	52	30
210	Arrowhead	Single-Family Detached Housing	Dwelling Units	375	Equation	3543	Equation	68	204	Equation	217	128
251	Merritt Hill County Senior Apts	Senior Adult Housing (Detached)	Dwelling Units	80	Rate	294	Equation	15	28	Equation	23	15
210	Carter Ranch	Single-Family Detached Housing	Dwelling Units	202	Equation	2005	Equation	38	113	Equation	125	73
210	Al-Rashid Tract (fka Slaughter Tract)	Single-Family Detached Housing	Dwelling Units	455	Equation	4233	Equation	82	246	Equation	259	152
210	Needham Tract	Single-Family Detached Housing	Dwelling Units	107	Equation	1118	Equation	21	63	Equation	70	41
210	Bonham Tract	Single-Family Detached Housing	Dwelling Units	308	Equation	2956	Equation	56	169	Equation	182	107
210	Cannon Tract	Single-Family Detached Housing	Dwelling Units	296	Equation	2850	Equation	54	163	Equation	176	103
210	Scott Tract	Single-Family Detached Housing	Dwelling Units	201	Equation	1996	Equation	38	113	Equation	124	73
210	HC Carter 17 acres	Single-Family Detached Housing	Dwelling Units	17	Equation	206	Equation	5	16	Equation	13	8
				TOTAL		**72,025**		**1,438**	**4,301**		**4,400**	**2,586**

Signal Timing Information

Configuration Phase Sequence Page 1

Phase Ring (MM)1-1-1

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

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence	Ring	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Barrier Mode	B		B		B		B		B							
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
6	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
6	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
7	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
7	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
8	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
8	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
10	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
10	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
11	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
11	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
12	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
12	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
14	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
14	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
15	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
15	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
16	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
16	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0

Phase Compatibility (MM)1-1-2

Phase 1	Phase 2
1	5
1	6

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

Phase Direction Descriptions

Phase	Description

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1
Enable CRC Check: No
CRC: 0000
Request Download Program Data: No
Enable Automatic Backup to Datakey: No

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Configuration Phase Sequence Page 2

In Use(MM)1-2	Exclusive Ped(MM)1-2	Backup Prevent(MM)1-1-3			Simultaneous Gap(MM)1-1-4		Disable(MM)1-1-4
Phases In Use	Phase	Phase	Timing Phase	Backup	Phase	Must Gap with Phase	Phase
1		1	2	Yes			
2		5	6	Yes			
3							
4							
5							
6							

Load Switch Assignments (MMU Channel) (MM)1-3

Phase	Overlap	Type	Dim				Auto		Flash Together
			R	Y	G	D	R	Y	
1	1	V				+	Yes		
2	2	V				+	Yes		Yes
3	3	V				+	Yes		
4	4	V				+	Yes		Yes
5	5	V				-	Yes		

6	6	V				-	Yes		Yes
7	7	V				-	Yes		
8	8	V				-	Yes		Yes
9	2	P				+			
10	4	P				+			
11	6	P				-			
12	3	P				-			
13	1	O				+	Yes		
14	2	O				-	Yes		Yes
15	3	O				+	Yes		
16	4	O				-	Yes		Yes

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

Bus Interface Terminal/Facilities

BIU	Term and Facility Enable	Detector Rack Enable
1	Yes	Yes
2	Yes	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: No
MMU To CU SDLC External Start: Enabled
Diagonstics (Test Fixture) Enable: No

Secondary To Secondary Addressing

ID	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Secondary To Secondary Addressing MMU: No
Secondary To Secondary Addressing Diagonstics: No

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**
1	5
1	6
1	11
1	14
1	16
2	5
2	6
2	9
2	11
2	14
3	12
4	10
5	9
5	14
5	16
6	9
6	11
6	16
9	11
9	14
10	14
10	16
11	16
12	14
12	16
14	16

Color Check Enable (MM)1-4-3
Enable Color Check: No

Color Check Enable

MMU Channel	Green	Yellow	Red
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	Yes
5	Yes	Yes	Yes
6	Yes	Yes	Yes
7	Yes	Yes	Yes
8	Yes	Yes	Yes
9	Yes	Yes	Yes
10	Yes	Yes	Yes
11	Yes	Yes	Yes
12	Yes	Yes	Yes
13	Yes	Yes	Yes
14	Yes	Yes	Yes
15	Yes	Yes	Yes
16	Yes	Yes	Yes

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP:	10.151.117.226
Subnet Mask:	255.255.254.0
Default Gateway IP:	10.151.116.1
Server IP:	10.70.10.1

NTCIP Parameters (MM)1-5-5

Backup Time:	0
UDP Port:	501
Ethernet Priority:	1
Port 2 Priority:	4
Port 3A Priority:	2
Port 3B Priority:	3

Note for 2070: Port 2 is C50S, Port 3A is C21S, and Port 3B is C22S

Port Configuration (MM)1-5-2 to 1-5-4

Port	Protocol	Enable	Data Rate	Data Parity Stop	Modem Setup String	User String	Comm Port Address	System Detector 9-1	Telemetry Response Delay	Duplex Half/Full	Flow Control	AB3418 NTCIP Group Address	AB3418 NTCIP Single Flag Enable	RTS to CTS Delay	RTS Turn Off Delay	Droupout Time	Early RTS	FSK Hardware
2	Terminal	No	9600	8 N 1	None		0	0	0.0	Half	Yes	0	No	0.0	0.0	10	No	Yes
3A	NTCIP	Yes	9600	8 N 1	None		1	0	0.0	Full	No	0	No	0.0	0.0	10	No	Yes
3B	ECPIP	No	1200	8 N 1	None		0	0	0.9	Full	Yes	0	No	14.0	2.0	10	No	Yes

ECPIP Parameters (MM)1-5-6

Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

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Configuration Logging/Display

Enable Event Logs (MM)1-6-1

Critical RFE's:	Yes
3 Critical RFE's in 24 Hours:	Yes
MMU Flash Faults:	Yes
Local Flash Faults:	Yes
Non-Critical RFE's (Det/Test):	Yes
Detector Errors:	Yes
Coordination Errors:	Yes
Controller Download:	Yes
Preempt:	Yes
TSP:	Yes
Power On/Off:	Yes
Low Battery:	Yes
Access:	Yes
Data Change:	Yes

Alarm Logs (MM)1-6-1

Enabled: 12345678910111213141516

Display Options (MM)1-7-2

Key Click Enable: No
Backlight Enable: Yes

City of Dripping Springs - US 290 @ RM 12 13815

Logic Processor Page 1

Statement Control (MM)1-8-1	
LP	**Statement Control**

City of Dripping Springs - US 290 @ RM 12 13815

Logic Processor Page 2

Logic Statements (MM)1-8-2

City of Dripping Springs - US 290 @ RM 12 13815

Controller Timing Plan (MM)2-1

Plan 1																
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	15	5	5	5	15	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	7	7	0	7	0	0	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	13	15	15	0	13	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	25	45	35	25	35	45	0	0	35	35	35	35	35	35	35	35
Max 2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 3

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

Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10	
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0.0

Plan 4

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Modifier	Ped Protect	Not Overlap	Lag X Phase	Lag 2 Phase	Flash Green
B	5	Yes	No	No	No	No	No	No	0
D	1	Yes	No	No	No	No	No	No	0

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

Controller Pedestrian Overlaps

Pedestrian Overlaps (MM) 2-3	
Included Phase	**Ped Overlap**

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Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap
A
B
C
D

Flash > Mon: No
Flash Time: 0
All Red: 6
Power Start Sequence: 1

Automatic Flash

Entry Phase
4

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

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Controller Options

Controller Options (MM)2-6-1

Phase	Flashing Green Phase	Guaranteed Passage	Non Act 1	Non Act 2	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGRN + Veh Ext
2	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No
4	No	No	No	Yes	No	No	No	No	No	No	No	No	No
6	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No
8	No	No	No	Yes	No	No	No	No	No	No	No	No	No

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8

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

3	3	Yes	No	No	No	No	No	No
3	4	Yes	No	No	No	No	No	No
3	5	Yes	No	No	No	No	No	No
3	6	Yes	No	No	No	No	No	No
3	7	Yes	No	No	No	No	No	No
3	8	Yes	No	No	No	No	No	No
3	9	Yes	No	No	No	No	No	No
3	10	Yes	No	No	No	No	No	No
3	11	Yes	No	No	No	No	No	No
3	12	Yes	No	No	No	No	No	No
3	13	Yes	No	No	No	No	No	No
3	14	Yes	No	No	No	No	No	No
3	15	Yes	No	No	No	No	No	No
3	16	Yes	No	No	No	No	No	No
4	1	Yes	No	No	No	No	No	No
4	2	Yes	No	No	No	No	No	No
4	3	Yes	No	No	No	No	No	No
4	4	Yes	No	No	No	No	No	No
4	5	Yes	No	No	No	No	No	No
4	6	Yes	No	No	No	No	No	No
4	7	Yes	No	No	No	No	No	No
4	8	Yes	No	No	No	No	No	No
4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

Coordination Options

Coordination Options (MM)3-1

Manual Pattern: Auto
ECPI Coord: Yes
System Source: SYS
System Format: STD
Splits In: Seconds
Offsets In: Seconds
Transition: Smooth
Max Select: MAXINH
Dwell/Add Time: 0
Dly Coord Wz-Lz: No
Force Off: Fixed
Offset Reference: Lead
Use Ped Time: Yes
Ped Recall: No

Ped Resv: No
Local Zero Ovrd: No
Fo Add Ini Green: No
Re-sync Count: 0
Multisync: No

Split Demand (MM)3-5

Demand 1	Demand 2
Phase	Phase

Demand	Detector	Call Time	Cycle Count

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

Phase	Min Green

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Coordination Pattern Data

Pattern Data (MM)3-2

Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Splits In	Offsets In	Actuated Coord
1	1	0-1	110	111	0	Seconds	Seconds	No
2	2	0-2	110	121	0	Seconds	Seconds	No
3	3	0-3	100	131	0	Seconds	Seconds	No
4	4	1-1	90	141	0	Seconds	Seconds	No
12	12	3-3	110	121	0	Seconds	Seconds	No

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	XArt Pattern	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3
1	0	No	0	No	0	0	0	0	0
2	0	No	0	No	0	0	0	0	0
3	0	No	0	No	0	0	0	0	0
4	0	No	0	No	0	0	0	0	0
12	0	No	0	No	0	0	0	0	0

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	Ring Displ 2	Ring Displ 3	Ring Displ 4
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2

Special Functions

Pattern	Function	Output

Split Pattern Data (MM)3-3

Coord Phases

Split Pattern	Phase	Split
1	1	15
1	2	40
1	3	30
1	4	25
1	5	15
1	6	40
2	1	15
2	2	47
2	3	25
2	4	23
2	5	20
2	6	42
3	1	15
3	2	42
3	3	23
3	4	20
3	5	15
3	6	42
4	1	15
4	2	37
4	3	20
4	4	18
4	5	15
4	6	37
12	1	18
12	2	33
12	3	27
12	4	32
12	5	15
12	6	36

Split/Modes

Split Pattern	Mode	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Coord		X				X										
2	Coord		X				X										
3	Coord		X				X										
4	Coord		X				X										
12	Coord		X				X										

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Preemptor Preempt Plan (MM)4-1

Preempt Phases

Preempt	Phase	Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function

Preempt Overlaps

Preempt	Overlap	Track Clear	Enable Trailing	Dwell Overlap	Cycling Overlap

Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	No	Yes	No	Yes	0	0	No	0	No
2	No	Yes	No	Yes	0	0	No	0	No
3	No	Yes	No	Yes	0	0	No	0	No
4	No	Yes	No	Yes	0	0	No	0	No
5	No	Yes	No	Yes	0	0	No	0	No
6	No	Yes	No	Yes	0	0	No	0	No
7	No	Yes	No	Yes	0	0	No	0	No
8	No	Yes	No	Yes	0	0	No	0	No
9	No	Yes	No	Yes	0	0	No	0	No
10	No	Yes	No	Yes	0	0	No	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord
1	No	No	No	No	No	Off	0	Red	No
2	No	No	No	No	No	Off	0	Green	No
3	No	No	No	No	No	Off	0	Green	No
4	No	No	No	No	No	Off	0	Green	No
5	No	No	No	No	No	Off	0	Green	No
6	No	No	No	No	No	Off	0	Green	No
7	No	No	No	No	No	Off	0	Green	No
8	No	No	No	No	No	Off	0	Green	No
9	No	No	No	No	No	Off	0	Green	No
10	No	No	No	No	No	Off	0	Green	No

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No
5	0	0	No	No	No	No
6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	255	5	4.0	1.0	0	0	0	4.0	1.0
2	0	255	5	4.0	1.0	0	0	0	4.0	1.0
3	0	255	5	4.0	1.0	0	0	0	4.0	1.0
4	0	255	5	4.0	1.0	0	0	0	4.0	1.0
5	0	255	5	4.0	1.0	0	0	0	4.0	1.0

6	0	255	5	4.0	1.0	0	0	0	4.0	1.0
7	0	255	5	4.0	1.0	0	0	0	4.0	1.0
8	0	255	5	4.0	1.0	0	0	0	4.0	1.0
9	0	255	5	4.0	1.0	0	0	0	4.0	1.0
10	0	255	5	4.0	1.0	0	0	0	4.0	1.0

Preempt	Min Dwell Time	Extend Preempt Input Time	Max Preempt Call Time	Exit Yellow Time	Exit Red Time	Preempt Active Out	Preempt Active Dwell	Other Priority Preempt	Non-Priority Preempt
1	0	0.0	0	4.0	1.0	On	No	Off	Off
2	0	0.0	0	4.0	1.0	On	No	Off	Off
3	0	0.0	0	4.0	1.0	On	No	Off	Off
4	0	0.0	0	4.0	1.0	On	No	Off	Off
5	0	0.0	0	4.0	1.0	On	No	Off	Off
6	0	0.0	0	4.0	1.0	On	No	Off	Off
7	0	0.0	0	4.0	1.0	On	No	Off	Off
8	0	0.0	0	4.0	1.0	On	No	Off	Off
9	0	0.0	0	4.0	1.0	On	No	Off	Off
10	0	0.0	0	4.0	1.0	On	No	Off	Off

Preemptor Preempt Filtering

Enable Preempt Filtering and TSP/SCP (MM)4-2

Input	Solid	Pulsing
3	Preemption -3	Preemption -7
4	Preemption -4	Preemption -8
5	Preemption -5	Preemption -9
6	Preemption -6	Preemption -10

Time Base Clock/Calendar

Clock/Calendar Options (MM)5-1

Enable Action Plan: 0
Sync Reference Time: 12:00 AM
Sync Reference: Reference Time
Day Light Savings: USDLS
Time Reset Input Set Time: 3:30:00
Standard Time From GMT: 0

Time Base Action Plan

Action Plan (MM)5-2

Plan	Pattern	Veh Det Plan	Flash	Red Reset	Controller Seq	Timing Plan	System Override	Detector Log	Veh Det Diag Plan	Ped Det Diag Plan	Dimming Enable
1	1	0	No	No	0	0	No	None	0	0	No
2	2	0	No	No	0	0	No	None	0	0	No
3	3	0	No	No	0	0	No	None	0	0	No
4	4	0	No	No	0	0	No	None	0	0	No
12	12	0	No	No	0	0	No	None	0	0	No
100	254 - FREE	0	No	No	0	0	No	None	0	0	No

Action Plan Phases

Plan	Phase	Red Rcl	Walk 2	Vex 2	Veh Rcl	Max Rcl	Max 2	Max 3	CS Inhibit	Omit

Acion Plan Special Functions

Plan	Function

Action Plan Auxiliary Functions

Plan	Function

Logic Statement Control

Plan	LP	Statement Control

City of Dripping Springs - US 290 @ RM 12 13815

Time Base Day Plan/Schedule

Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	1	100	12:00 AM
1	2	1	6:00 AM
1	3	3	9:00 AM
1	4	2	2:30 PM
1	5	12	2:45 PM
1	6	2	3:30 PM
1	7	4	7:00 PM
1	8	100	9:00 PM
2	1	100	12:00 AM
2	2	4	7:00 AM
2	3	3	11:00 AM
2	4	4	6:00 PM
2	5	100	9:00 PM

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month
1	1	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Mon, Tues, Wed, Thurs, Fri	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
2	2	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Sun, Sat	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

City of Dripping Springs - US 290 @ RM 12 13815

Time Base Exceptions

Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0

31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called

Vehicle Detector Setup (MM)6-2 continued

Detector Number	ECPI	TS2 Detector	Detector Description

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Vehicle Plan	Assigned Phase	Switch Phase	Extend Time	Delay Time	Queue Limit	Yellow Lock	Added Option	Call Option	Passage Option	Queue Option	NTCIP Occupancy	NTCIP Volume	EC Lo
1	1	5	0	0.0	10.0	0	No	No	Yes	Yes	No	No	No	No
1	2	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
1	3	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
1	4	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	1	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	2	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	3	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	4	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	2	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	3	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	4	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	1	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	2	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	3	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	4	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	1	1	0	0.0	10.0	0	No	No	Yes	Yes	No	No	No	No
5	2	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	3	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	4	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	2	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	3	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	4	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	1	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	2	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	3	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	4	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
8	2	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
8	3	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No

8	4	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	2	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	3	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	4	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	2	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	3	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	4	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	2	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	3	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	4	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	2	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	3	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	4	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	2	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	3	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	4	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	2	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	3	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	4	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
15	2	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
15	3	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
15	4	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	2	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	3	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	4	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No

Ped and System Detector Options (MM)6-4

Phase Ped Detector

Local Ped Detector	Number
1	1
2	2
3	8
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Local System Detector

Local System Detector	Number

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-5

NTCIP Log Period: 60 ECPI Log Period: TBAP Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0

1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0
1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0

2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0
2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0
2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0

2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0
3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0
3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0

3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0
3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0

4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-7

Plan	Detector	Counts	Act	Pres	Multiplier

Configuration Phase Sequence Page 1

Phase Ring (MM)1-1-1

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

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence	Ring	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Barrier Mode	B		B		B		B		B							
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
6	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
6	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
7	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
7	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
8	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
8	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
10	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
10	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
11	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
11	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
12	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
12	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
14	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
14	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
15	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
15	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
16	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
16	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0

Phase Compatibility (MM)1-1-2

Phase 1	Phase 2
1	5
1	6

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

Phase Direction Descriptions

Phase	Description

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1
Enable CRC Check: No
CRC: 0000
Request Download Program Data: No
Enable Automatic Backup to Datakey: Yes

Configuration Phase Sequence Page 2

In Use(MM)1-2

Phases In Use
2
4
6
8

Exclusive Ped(MM)1-2

Phase

Backup Prevent(MM)1-1-3

Phase	Timing Phase	Backup
1	2	Yes
5	6	Yes

Simultaneous Gap(MM)1-1-4

Phase	Must Gap with Phase
2	6
4	8
6	2
8	4

Disable(MM)1-1-4

Phase

Load Switch Assignments (MMU Channel) (MM)1-3

Phase	Overlap	Type	Dim				Auto		Flash Together
			R	Y	G	D	R	Y	
1	1	V				+	Yes		
2	2	V				+		Yes	Yes
3	3	V				+	Yes		
4	4	V				+	Yes		Yes
5	5	V				-	Yes		
6	6	V				-		Yes	Yes
7	7	V				-	Yes		

8	8	V				-	Yes		Yes
9	2	P				+			
10	4	P				+			
11	6	P				-			
12	8	P				-			
13	1	O				+	Yes		
14	2	O				-	Yes		Yes
15	3	O				+	Yes		
16	4	O				-	Yes		Yes

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Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

Bus Interface Terminal/Facilities

BIU	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: No
MMU To CU SDLC External Start: Disabled
Diagonstics (Test Fixture) Enable: No

Secondary To Secondary Addressing

ID	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Secondary To Secondary Addressing MMU: No
Secondary To Secondary Addressing Diagonstics: No

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**

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

Color Check Enable (MM)1-4-3
Enable Color Check: No

Color Check Enable

MMU Channel	Green	Yellow	Red
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	Yes
5	Yes	Yes	Yes
6	Yes	Yes	Yes
7	Yes	Yes	Yes
8	Yes	Yes	Yes
9	Yes	Yes	Yes

10	Yes	Yes	Yes
11	Yes	Yes	Yes
12	Yes	Yes	Yes
13	Yes	Yes	Yes
14	Yes	Yes	Yes
15	Yes	Yes	Yes
16	Yes	Yes	Yes

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP:	10.151.117.237
Subnet Mask:	255.255.254.0
Default Gateway IP:	10.151.116.1
Server IP:	10.148.3.231

NTCIP Parameters (MM)1-5-5

Backup Time:	0
UDP Port:	501
Ethernet Priority:	1
Port 2 Priority:	4
Port 3A Priority:	2
Port 3B Priority:	3

Note for 2070: Port 2 is C50S, Port 3A is C21S, and Port 3B is C22S

Port Configuration (MM)1-5-2 to 1-5-4

Port	Protocol	Enable	Data Rate	Data Parity Stop	Modem Setup String	User String	Comm Port Address	System Detector 9-1	Telemetry Response Delay	Duplex Half/Full	Flow Control	AB3418 NTCIP Group Address	AB3418 NTCIP Single Flag Enable	RTS to CTS Delay	RTS Turn Off Delay	Droupout Time	Early RTS	FSK Hardware
2	Terminal	No	9600	8 N 1	None		0	0	0.0	Half	Yes	0	No	0.0	0.0	10	No	Yes
3A	NTCIP	Yes	9600	8 N 1	None		1	0	0.0	Full	No	0	No	0.0	0.0	10	No	Yes
3B	ECPIP	No	1200	8 N 1	None		0	0	0.9	Full	Yes	0	No	14.0	2.0	10	No	Yes

ECPIP Parameters (MM)1-5-6

Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

Configuration Logging/Display

Enable Event Logs (MM)1-6-1

Critical RFE's:	Yes
3 Critical RFE's in 24 Hours:	Yes
MMU Flash Faults:	Yes
Local Flash Faults:	Yes
Non-Critical RFE's (Det/Test):	Yes
Detector Errors:	Yes
Coordination Errors:	Yes
Controller Download:	Yes
Preempt:	Yes
TSP:	Yes
Power On/Off:	Yes
Low Battery:	Yes
Access:	Yes
Data Change:	Yes

Alarm Logs (MM)1-6-1

Enabled: 12345678910111213141516

Display Options (MM)1-7-2

Key Click Enable: No

Backlight Enable: Yes

Logic Processor Page 1

Statement Control (MM)1-8-1

LP	Statement Control

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Logic Processor Page 2

Logic Statements (MM)1-8-2

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Controller Timing Plan (MM)2-1

Plan 1

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

Ped Clear	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	0	25	0	15	0	25	0	15	0	0	0	0	0	0	0	0
Max 2	0	50	0	25	0	50	0	25	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 4

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

Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10	
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0.0

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Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Modifier	Ped Protect	Not Overlap	Lag X Phase	Lag 2 Phase	Flash Green
A	4	Yes	No	No	No	No	No	No	0
A	9	Yes	No	No	No	No	No	No	0
B	2	Yes	No	No	No	No	No	No	0

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	0	0	0	3.0	0.0	0

B02	0	0	0	3.0	0.0	0
C03	0	0	0	3.0	0.0	0
D04	0	0	0	3.0	0.0	0
E05	0	0	0	3.0	0.0	0
F06	0	0	0	3.0	0.0	0
G07	0	0	0	3.0	0.0	0
H08	0	0	0	3.0	0.0	0
I09	0	0	0	3.0	0.0	0
J10	0	0	0	3.0	0.0	0
K11	0	0	0	3.0	0.0	0
L12	0	0	0	3.0	0.0	0
M13	0	0	0	3.0	0.0	0
N14	0	0	0	3.0	0.0	0
O15	0	0	0	3.0	0.0	0
P16	0	0	0	3.0	0.0	0

Controller Pedestrian Overlaps

Pedestrian Overlaps (MM) 2-3	
Included Phase	**Ped Overlap**

City of Dripping Springs - RM 12 @ Mercer 13815

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap
A
B
C
D

Flash > Mon: No
Flash Time: 0
All Red: 6
Power Start Sequence: 1

Automatic Flash

Entry Phase
4
8

Exit Phase

2
6

Overlap Exit
A
B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

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Controller Options

Controller Options (MM)2-6-1

Phase	Flashing Green Phase	Guaranteed Passage	Non Act 1	Non Act 2	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGRN + Veh Ext
2	No	No	No	No	Yes	No	No	No	No	No	No	No	No
4	No	No	No	No	Yes	No	No	No	No	No	No	No	No
6	No	No	No	No	Yes	No	No	No	No	No	No	No	No
8	No	No	No	No	Yes	No	No	No	No	No	No	No	No

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8

Plan	Phase	Lock Detector	Vehicle Recall	Ped Recall	Max Recall	Soft Recall	No Rest	AI Calc
1	2	No	Yes	No	No	No	No	No
1	4	No	Yes	No	No	No	No	No
1	6	No	Yes	No	No	No	No	No
1	8	No	Yes	No	No	No	No	No
2	1	Yes	No	No	No	No	No	No
2	2	Yes	No	No	No	No	No	No
2	3	Yes	No	No	No	No	No	No
2	4	Yes	No	No	No	No	No	No
2	5	Yes	No	No	No	No	No	No
2	6	Yes	No	No	No	No	No	No
2	7	Yes	No	No	No	No	No	No

2	8	Yes	No	No	No	No	No	No
2	9	Yes	No	No	No	No	No	No
2	10	Yes	No	No	No	No	No	No
2	11	Yes	No	No	No	No	No	No
2	12	Yes	No	No	No	No	No	No
2	13	Yes	No	No	No	No	No	No
2	14	Yes	No	No	No	No	No	No
2	15	Yes	No	No	No	No	No	No
2	16	Yes	No	No	No	No	No	No
3	1	Yes	No	No	No	No	No	No
3	2	Yes	No	No	No	No	No	No
3	3	Yes	No	No	No	No	No	No
3	4	Yes	No	No	No	No	No	No
3	5	Yes	No	No	No	No	No	No
3	6	Yes	No	No	No	No	No	No
3	7	Yes	No	No	No	No	No	No
3	8	Yes	No	No	No	No	No	No
3	9	Yes	No	No	No	No	No	No
3	10	Yes	No	No	No	No	No	No
3	11	Yes	No	No	No	No	No	No
3	12	Yes	No	No	No	No	No	No
3	13	Yes	No	No	No	No	No	No
3	14	Yes	No	No	No	No	No	No
3	15	Yes	No	No	No	No	No	No
3	16	Yes	No	No	No	No	No	No
4	1	Yes	No	No	No	No	No	No
4	2	Yes	No	No	No	No	No	No
4	3	Yes	No	No	No	No	No	No
4	4	Yes	No	No	No	No	No	No
4	5	Yes	No	No	No	No	No	No
4	6	Yes	No	No	No	No	No	No
4	7	Yes	No	No	No	No	No	No
4	8	Yes	No	No	No	No	No	No
4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

Coordination Options

Coordination Options (MM)3-1

Manual Pattern: Auto
ECPI Coord: Yes
System Source: SYS
System Format: PTN
Splits In: Seconds
Offsets In: Seconds
Transition: Smooth
Max Select: MAX 3
Dwell/Add Time: 0
Dly Coord Wz-Lz: No
Force Off: Float
Offset Reference: Lead
Use Ped Time: No
Ped Recall: No
Ped Resv: No
Local Zero Ovrd: No
Fo Add Ini Green: No
Re-sync Count: 0
Multisync: No

Split Demand (MM)3-5

Demand 1	Demand 2
Phase	Phase

Demand	Detector	Call Time	Cycle Count

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

Phase	Min Green

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Coordination Pattern Data

Pattern Data (MM)3-2

Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Splits In	Offsets In	Actuated Coord
1	1	0-1	110	111	45	Seconds	Seconds	No
2	2	0-2	110	111	45	Seconds	Seconds	No
3	3	0-3	100	111	35	Seconds	Seconds	Yes
4	4	1-1	90	111	40	Seconds	Seconds	No

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	XArt Pattern	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3
1	0	No	0	No	0	0	0	0	0
2	0	No	0	No	0	0	0	0	0
3	0	No	0	Yes	0	0	0	0	0
4	0	No	0	No	0	0	0	0	0

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	Ring Displ 2	Ring Displ 3	Ring Displ 4

1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2

Special Functions

Pattern	Function	Output

Split Pattern Data (MM)3-3

Coord Phases

Split Pattern	Phase	Split
1	2	75
1	4	35
1	6	75
1	8	35
2	2	75
2	4	35
2	6	75
2	8	35
3	2	70
3	4	30
3	6	70
3	8	30
4	2	65
4	4	25
4	6	65
4	8	25

Split/Modes

Split Pattern	Mode	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Coord		X				X										
1	Vehicle Recall				X				X								
1	Max Recall				X				X								
2	Coord		X				X										
2	Vehicle Recall				X				X								
2	Max Recall				X				X								
3	Coord		X				X										
3	Vehicle Recall				X				X								
3	Max Recall				X				X								
4	Coord		X				X										
4	Vehicle Recall				X				X								
4	Max Recall				X				X								

Preemptor Preempt Plan (MM)4-1

Preempt Phases

Preempt	Phase	Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function

Preempt Overlaps

Preempt	Overlap	Track Clear	Enable Trailing	Dwell Overlap	Cycling Overlap

Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	No	Yes	No	Yes	0	0	Yes	0	No
2	No	Yes	No	Yes	0	0	Yes	0	No
3	No	Yes	No	Yes	0	0	Yes	0	No
4	No	Yes	No	Yes	0	0	Yes	0	No
5	No	Yes	No	Yes	0	0	Yes	0	No
6	No	Yes	No	Yes	0	0	Yes	0	No
7	No	Yes	No	Yes	0	0	Yes	0	No
8	No	Yes	No	Yes	0	0	Yes	0	No
9	No	Yes	No	Yes	0	0	Yes	0	No
10	No	Yes	No	Yes	0	0	Yes	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord
1	No	No	No	No	No	Off	0	Red	No
2	No	No	No	No	No	Off	0	Green	No
3	No	No	No	No	No	Off	0	Green	No
4	No	No	No	No	No	Off	0	Green	No
5	No	No	No	No	No	Off	0	Green	No
6	No	No	No	No	No	Off	0	Green	No
7	No	No	No	No	No	Off	0	Green	No
8	No	No	No	No	No	Off	0	Green	No
9	No	No	No	No	No	Off	0	Green	No
10	No	No	No	No	No	Off	0	Green	No

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No
5	0	0	No	No	No	No
6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	255	5	4.0	1.0	0	0	0	4.0	1.0
2	0	255	5	4.0	1.0	0	0	0	4.0	1.0
3	0	255	5	4.0	1.0	0	0	0	4.0	1.0
4	0	255	5	4.0	1.0	0	0	0	4.0	1.0
5	0	255	5	4.0	1.0	0	0	0	4.0	1.0
6	0	255	5	4.0	1.0	0	0	0	4.0	1.0
7	0	255	5	4.0	1.0	0	0	0	4.0	1.0
8	0	255	5	4.0	1.0	0	0	0	4.0	1.0
9	0	255	5	4.0	1.0	0	0	0	4.0	1.0
10	0	255	5	4.0	1.0	0	0	0	4.0	1.0

Preempt	Min Dwell Time	Extend Preempt Input Time	Max Preempt Call Time	Exit Yellow Time	Exit Red Time	Preempt Active Out	Preempt Active Dwell	Other Priority Preempt	Non-Priority Preempt
1	0	0.0	0	4.0	1.0	On	No	Off	Off
2	0	0.0	0	4.0	1.0	On	No	Off	Off
3	0	0.0	0	4.0	1.0	On	No	Off	Off
4	0	0.0	0	4.0	1.0	On	No	Off	Off
5	0	0.0	0	4.0	1.0	On	No	Off	Off
6	0	0.0	0	4.0	1.0	On	No	Off	Off
7	0	0.0	0	4.0	1.0	On	No	Off	Off
8	0	0.0	0	4.0	1.0	On	No	Off	Off
9	0	0.0	0	4.0	1.0	On	No	Off	Off
10	0	0.0	0	4.0	1.0	On	No	Off	Off

Preemptor Preempt Filtering

Enable Preempt Filtering and TSP/SCP (MM)4-2

Input	Solid	Pulsing
3	Preemption -3	Preemption -7
4	Preemption -4	Preemption -8
5	Preemption -5	Preemption -9
6	Preemption -6	Preemption -10

Time Base Clock/Calendar

Clock/Calendar Options (MM)5-1

Enable Action Plan: 0
Sync Reference Time: 12:00 AM
Sync Reference: Reference Time
Day Light Savings: USDLS
Time Reset Input Set Time: 3:30:00
Standard Time From GMT: 0

Time Base Action Plan

Action Plan (MM)5-2

Plan	Pattern	Veh Det	Flash	Red Reset	Controller Seq	Timing Plan	System Override	Detector Log	Veh Det	Ped Det	Dimming Enable

		Plan							Diag Plan	Diag Plan	
1	1	0	No	No	0	0	No	None	0	0	No
2	2	0	No	No	0	0	No	None	0	0	No
3	3	0	No	No	0	0	No	None	0	0	No
4	4	0	No	No	0	0	No	None	0	0	No
99	255 - FLSH	0	Yes	No	0	0	No	None	0	0	No
100	254 - FREE	0	No	No	0	0	No	None	0	0	No

Action Plan Phases

Plan	Phase	Red Rcl	Walk 2	Vex 2	Veh Rcl	Max Rcl	Max 2	Max 3	CS Inhibit	Omit

Acion Plan Special Functions

Plan	Function

Action Plan Auxiliary Functions

Plan	Function

Logic Statement Control

Plan	LP	Statement Control

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Time Base Day Plan/Schedule

Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	7	1	6:00 AM
1	8	3	9:00 AM
1	9	2	2:30 PM
1	10	4	7:00 PM
1	11	100	9:00 PM
2	2	4	7:00 AM
2	3	3	11:00 AM
2	4	4	6:00 PM
2	5	100	9:00 PM
2	6	100	6:00 AM

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month
1	1	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Mon, Tues, Wed, Thurs, Fri	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
2	2	Jan, Feb, Mar, Apr, May,	Sun, Sat	1, 2, 3, 4, 5, 6, 7, 8, 9,

		Jun, Jul, Aug, Sept, Oct, Nov, Dec		10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
3	3	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec		1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

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Time Base Exceptions

Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0

33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called

Vehicle Detector Setup (MM)6-2 continued

Detector Number	ECPI	TS2 Detector	Detector Description
25	1	Yes	
26	6	Yes	
27	6	Yes	
28	6	Yes	
29	6	Yes	
30	6	Yes	
31	6	Yes	
32	6	Yes	
33	6	Yes	
34	6	Yes	
35	6	Yes	
36	6	Yes	
37	6	Yes	
38	6	Yes	
39	6	Yes	
40	6	Yes	
41	6	Yes	
42	6	Yes	
43	6	Yes	
44	6	Yes	
45	6	Yes	
46	6	Yes	
47	6	Yes	
48	6	Yes	
49	6	Yes	
50	6	Yes	
51	6	Yes	
52	6	Yes	
53	6	Yes	
54	6	Yes	
55	6	Yes	
56	6	Yes	
57	6	Yes	
58	6	Yes	
59	6	Yes	
60	6	Yes	

61	6	Yes	
62	6	Yes	
63	6	Yes	
64	6	Yes	

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Vehicle Plan	Assigned Phase	Switch Phase	Extend Time	Delay Time	Queue Limit	Yellow Lock	Added Option	Call Option	Passage Option	Queue Option	NTCIP Occupancy	NTCIP Volume	EC Lo
1	1	1	0	0.0	2.0	0	No	No	Yes	Yes	No	No	No	No
1	2	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
1	3	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
1	4	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	1	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	2	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	3	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	4	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	1	3	0	0.0	8.0	0	No	No	Yes	Yes	No	No	No	No
3	2	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	3	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	4	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	1	4	0	0.0	8.0	0	No	No	Yes	Yes	No	No	No	No
4	2	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	3	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	4	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	1	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	2	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	3	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	4	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	2	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	3	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	4	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	1	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	2	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	3	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	4	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
8	1	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
8	2	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
8	3	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
8	4	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	2	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	3	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	4	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	2	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	3	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	4	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	2	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	3	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	4	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	2	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	3	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	4	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	2	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	3	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	4	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	2	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	3	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	4	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No

15	2	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
15	3	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
15	4	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	2	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	3	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	4	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No

Ped and System Detector Options (MM)6-4

Phase Ped Detector

Local Ped Detector	Number
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Local System Detector

Local System Detector	Number

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-5

NTCIP Log Period: 60 ECPI Log Period: TBAP Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No

8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0

1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0
1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0

2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0
2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0
2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0

3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0
3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0
3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0
3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0

3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0

4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-7

Plan	Detector	Counts	Act	Pres	Multiplier

Configuration Phase Sequence Page 1

Phase Ring (MM)1-1-1

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

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence	Ring	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Barrier Mode	B		B		B		B		B							
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
6	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
6	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
7	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
7	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
8	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
8	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
10	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
10	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
11	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
11	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
12	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
12	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
14	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
14	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
15	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
15	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
16	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
16	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0

Phase Compatibility (MM)1-1-2

Phase 1	Phase 2
1	5
1	6

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

Phase Direction Descriptions

Phase	Description

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1
Enable CRC Check: No
CRC: 0000
Request Download Program Data: No
Enable Automatic Backup to Datakey: No

Configuration Phase Sequence Page 2

In Use(MM)1-2
Phases In Use
1
2
3
4
5
6
7
8

Exclusive Ped(MM)1-2
Phase

Backup Prevent(MM)1-1-3		
Phase	Timing Phase	Backup
1	2	Yes
5	6	Yes

Simultaneous Gap(MM)1-1-4	
Phase	Must Gap with Phase

Disable(MM)1-1-4
Phase

Load Switch Assignments (MMU Channel) (MM)1-3

Phase	Overlap	Type	Dim				Auto		Flash Together
			R	Y	G	D	R	Y	
1	1	V				+	Yes		
2	2	V				+	Yes		Yes
3	3	V				+	Yes		

4	4	V				+	Yes		Yes
5	5	V				-	Yes		
6	6	V				-	Yes		Yes
7	7	V				-	Yes		
8	8	V				-	Yes		Yes
9	2	P				+			
10	4	P				+			
11	6	P				-			
12	8	P				-			
13	1	O				+	Yes		
14	2	O				-	Yes		Yes
15	3	O				+	Yes		
16	4	O				-	Yes		Yes

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

Bus Interface Terminal/Facilities

BIU	Term and Facility Enable	Detector Rack Enable
1	Yes	Yes
2	Yes	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes
MMU To CU SDLC External Start: Enabled
Diagonstics (Test Fixture) Enable: No

Secondary To Secondary Addressing

ID	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Secondary To Secondary Addressing MMU: No
Secondary To Secondary Addressing Diagonstics: No

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**
1	5
1	6
1	11
2	5
2	6
2	9
2	11
3	7
3	8
4	7
4	8
4	10
5	9
6	9
6	11
7	10
8	10
9	11

Color Check Enable (MM)1-4-3
Enable Color Check: No

Color Check Enable

MMU Channel	Green	Yellow	Red
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	Yes
5	Yes	Yes	Yes
6	Yes	Yes	Yes
7	Yes	Yes	Yes
8	Yes	Yes	Yes
9	Yes	Yes	Yes
10	Yes	Yes	Yes
11	Yes	Yes	Yes
12	Yes	Yes	Yes
13	Yes	Yes	Yes
14	Yes	Yes	Yes
15	Yes	Yes	Yes
16	Yes	Yes	Yes

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP:	10.151.117.227
Subnet Mask:	255.255.255.0
Default Gateway IP:	10.70.10.1

NTCIP Parameters (MM)1-5-5

Backup Time:	0
UDP Port:	501
Ethernet Priority:	1

Server IP: 10.70.10.1

Port 2 Priority: 4
Port 3A Priority: 2
Port 3B Priority: 3

Note for 2070: Port 2 is C50S, Port 3A is C21S, and Port 3B is C22S

Port Configuration (MM)1-5-2 to 1-5-4

Port	Protocol	Enable	Data Rate	Data Parity Stop	Modem Setup String	User String	Comm Port Address	System Detector 9-1	Telemetry Response Delay	Duplex Half/Full	Flow Control	AB3418 NTCIP Group Address	AB3418 NTCIP Single Flag Enable	RTS to CTS Delay	RTS Turn Off Delay	Droupout Time	Early RTS	FSK Hardware
2	Terminal	No	9600	8 N 1	None		0	0	0.0	Half	Yes	0	No	0.0	0.0	10	No	Yes
3A	NTCIP	Yes	9600	8 N 1	None		1	0	0.0	Full	No	0	No	0.0	0.0	10	No	Yes
3B	ECPIP	No	1200	8 N 1	None		0	0	0.9	Full	Yes	0	No	14.0	2.0	10	No	Yes

ECPIP Parameters (MM)1-5-6

Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

Configuration Logging/Display

Enable Event Logs (MM)1-6-1

Critical RFE's: Yes
3 Critical RFE's in 24 Hours: Yes
MMU Flash Faults: Yes
Local Flash Faults: Yes
Non-Critical RFE's (Det/Test): Yes
Detector Errors: Yes
Coordination Errors: Yes
Controller Download: Yes
Preempt: Yes
TSP: Yes
Power On/Off: Yes
Low Battery: Yes
Access: Yes
Data Change: Yes

Alarm Logs (MM)1-6-1

Enabled: 12345678910111213141516

Display Options (MM)1-7-2

Key Click Enable: No
Backlight Enable: Yes

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Logic Processor Page 1

Statement Control (MM)1-8-1	
LP	**Statement Control**

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Logic Processor Page 2

Logic Statements (MM)1-8-2

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Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	10	5	5	5	10	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	5	0	5	0	0	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	12	0	18	0	12	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	0.1	2.0	2.0	2.0	0.1	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	55	20	20	15	55	20	20	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 3

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16

Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 4

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Modifier	Ped Protect	Not Overlap	Lag X Phase	Lag 2 Phase	Flash Green

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

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Controller Pedestrian Overlaps

Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap
A
B
C
D

Flash > Mon: No
Flash Time: 0
All Red: 6
Power Start Sequence: 1

Automatic Flash

Entry Phase
4
8

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

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Controller Options

Controller Options (MM)2-6-1													
Phase	Flashing Green Phase	Guaranteed Passage	Non Act	Non Act	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Wal	Flashing Walk	Ped Clear Yello	Ped Clear	IGR N + Veh

			1	2					k		w	Red	Ext
2	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No
4	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No
6	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No
8	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8

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

3	15	Yes	No	No	No	No	No	No
3	16	Yes	No	No	No	No	No	No
4	1	Yes	No	No	No	No	No	No
4	2	Yes	No	No	No	No	No	No
4	3	Yes	No	No	No	No	No	No
4	4	Yes	No	No	No	No	No	No
4	5	Yes	No	No	No	No	No	No
4	6	Yes	No	No	No	No	No	No
4	7	Yes	No	No	No	No	No	No
4	8	Yes	No	No	No	No	No	No
4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

Coordination Options

Coordination Options (MM)3-1

Manual Pattern: Auto
ECPI Coord: Yes
System Source: TBC
System Format: STD
Splits In: Seconds
Offsets In: Seconds
Transition: Smooth
Max Select: MAXINH
Dwell/Add Time: 0
Dly Coord Wz-Lz: No
Force Off: Fixed
Offset Reference: Lead
Use Ped Time: Yes
Ped Recall: No
Ped Resv: No
Local Zero Ovrd: No
Fo Add Ini Green: No
Re-sync Count: 0
Multisync: No

Split Demand (MM)3-5

Demand 1	Demand 2
Phase	Phase

Demand	Detector	Call Time	Cycle Count

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

Phase	Min Green

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Coordination Pattern Data

Pattern Data (MM)3-2

Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Splits In	Offsets In	Actuated Coord
1	1	0-1	110	111	0	Seconds	Seconds	No
2	2	0-2	110	121	100	Seconds	Seconds	No
3	3	0-3	100	131	0	Seconds	Seconds	No
4	4	1-1	90	141	0	Seconds	Seconds	No

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	XArt Pattern	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3
1	0	Yes	0	No	0	0	0	0	0
2	0	Yes	0	No	0	0	0	0	0
3	0	Yes	0	No	0	0	0	0	0
4	0	Yes	0	No	0	0	0	0	0

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	Ring Displ 2	Ring Displ 3	Ring Displ 4
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2

Special Functions

Pattern	Function	Output

Split Pattern Data (MM)3-3

Coord Phases

Split Pattern	Phase	Split
1	1	14
1	2	70
1	3	12
1	4	14
1	5	14

Split/Modes

Split Pattern	Mode	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Coord		X				X										
1	Ped Recall		X				X										
2	Coord		X				X										
2	Ped Recall		X				X										

1	6	70
1	7	12
1	8	14
2	1	14
2	2	65
2	3	14
2	4	17
2	5	14
2	6	65
2	7	14
2	8	17
3	1	14
3	2	56
3	3	15
3	4	15
3	5	14
3	6	56
3	7	15
3	8	15
4	1	14
4	2	48
4	3	14
4	4	14
4	5	14
4	6	48
4	7	14
4	8	14

3	Coord		X				X											
3	Ped Recall		X				X											
4	Coord		X				X											
4	Ped Recall		X				X											

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Preemptor Preempt Plan (MM)4-1

Preempt Phases

Preempt	Phase	Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function

Preempt Overlaps

Preempt	Overlap	Track Clear	Enable Trailing	Dwell Overlap	Cycling Overlap

Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	No	Yes	No	Yes	0	0	Yes	0	No
2	No	Yes	No	Yes	0	0	Yes	0	No
3	No	Yes	No	Yes	0	0	Yes	0	No
4	No	Yes	No	Yes	0	0	Yes	0	No
5	No	Yes	No	Yes	0	0	Yes	0	No

6	No	Yes	No	Yes	0	0	Yes	0	No
7	No	Yes	No	Yes	0	0	Yes	0	No
8	No	Yes	No	Yes	0	0	Yes	0	No
9	No	Yes	No	Yes	0	0	Yes	0	No
10	No	Yes	No	Yes	0	0	Yes	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord
1	No	No	No	No	No	Off	0	Red	No
2	No	No	No	No	No	Off	0	Green	No
3	No	No	No	No	No	Off	0	Green	No
4	No	No	No	No	No	Off	0	Green	No
5	No	No	No	No	No	Off	0	Green	No
6	No	No	No	No	No	Off	0	Green	No
7	No	No	No	No	No	Off	0	Green	No
8	No	No	No	No	No	Off	0	Green	No
9	No	No	No	No	No	Off	0	Green	No
10	No	No	No	No	No	Off	0	Green	No

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No
5	0	0	No	No	No	No
6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	255	5	4.0	1.0	0	0	0	4.0	1.0
2	0	255	5	4.0	1.0	0	0	0	4.0	1.0
3	0	255	5	4.0	1.0	0	0	0	4.0	1.0
4	0	255	5	4.0	1.0	0	0	0	4.0	1.0
5	0	255	5	4.0	1.0	0	0	0	4.0	1.0
6	0	255	5	4.0	1.0	0	0	0	4.0	1.0
7	0	255	5	4.0	1.0	0	0	0	4.0	1.0
8	0	255	5	4.0	1.0	0	0	0	4.0	1.0
9	0	255	5	4.0	1.0	0	0	0	4.0	1.0
10	0	255	5	4.0	1.0	0	0	0	4.0	1.0

Preempt	Min Dwell Time	Extend Preempt Input Time	Max Preempt Call Time	Exit Yellow Time	Exit Red Time	Preempt Active Out	Preempt Active Dwell	Other Priority Preempt	Non-Priority Preempt
1	0	0.0	0	4.0	1.0	On	No	Off	Off
2	0	0.0	0	4.0	1.0	On	No	Off	Off
3	0	0.0	0	4.0	1.0	On	No	Off	Off
4	0	0.0	0	4.0	1.0	On	No	Off	Off
5	0	0.0	0	4.0	1.0	On	No	Off	Off
6	0	0.0	0	4.0	1.0	On	No	Off	Off
7	0	0.0	0	4.0	1.0	On	No	Off	Off
8	0	0.0	0	4.0	1.0	On	No	Off	Off
9	0	0.0	0	4.0	1.0	On	No	Off	Off

10	0	0.0	0	4.0	1.0	On	No	Off	Off

Preemptor Preempt Filtering

Enable Preempt Filtering and TSP/SCP (MM)4-2

Input	Solid	Pulsing
3	Preemption -3	Preemption -7
4	Preemption -4	Preemption -8
5	Preemption -5	Preemption -9
6	Preemption -6	Preemption -10

Time Base Clock/Calendar

Clock/Calendar Options (MM)5-1

Enable Action Plan: 0
Sync Reference Time: 12:00 AM
Sync Reference: Reference Time
Day Light Savings: USDLS
Time Reset Input Set Time: 3:30:00
Standard Time From GMT: 0

Time Base Action Plan

Action Plan (MM)5-2

Plan	Pattern	Veh Det Plan	Flash	Red Reset	Controller Seq	Timing Plan	System Override	Detector Log	Veh Det Diag Plan	Ped Det Diag Plan	Dimming Enable
1	1	2	No	No	0	0	No	None	0	0	No
2	2	2	No	No	0	0	No	None	0	0	No
3	3	2	No	No	0	0	No	None	0	0	No
4	4	2	No	No	0	0	No	None	0	0	No
100	254 - FREE	0	No	No	0	0	No	None	0	0	No

Action Plan Phases

Plan	Phase	Red Rcl	Walk 2	Vex 2	Veh Rcl	Max Rcl	Max 2	Max 3	CS	Omit

									Inhibit	

Acion Plan Special Functions

Plan	Function

Action Plan Auxiliary Functions

Plan	Function

Logic Statement Control

Plan	LP	Statement Control

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Time Base Day Plan/Schedule

Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	1	100	12:00 AM
1	2	1	6:00 AM
1	3	3	9:00 AM
1	4	2	2:30 PM
1	5	4	7:00 PM
1	6	100	9:00 PM
2	1	100	12:00 AM
2	2	3	7:00 AM
2	3	4	11:00 AM
2	4	3	10:00 AM
2	5	100	9:00 PM

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month
1	1	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Mon, Tues, Wed, Thurs, Fri	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
2	2	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Sun, Sat	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

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Time Base Exceptions

Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan

1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called
1	9	8
1	12	4

2	9	8
2	12	4

Vehicle Detector Setup (MM)6-2 continued

Detector Number	ECPI	TS2 Detector	Detector Description
1	2	Yes	
2	2	Yes	
3	6	Yes	
4	6	Yes	
5	6	Yes	
6	6	Yes	
7	6	Yes	
8	6	Yes	
9	6	Yes	
10	6	Yes	
11	6	Yes	
12	6	Yes	
13	6	Yes	
14	6	Yes	
15	6	Yes	
16	6	Yes	
17	6	Yes	
18	6	Yes	
19	6	Yes	
20	6	Yes	
21	6	Yes	
22	6	Yes	
23	6	Yes	
24	6	Yes	
25	6	Yes	
26	6	Yes	
27	6	Yes	
28	6	Yes	
29	6	Yes	
30	6	Yes	
31	6	Yes	
32	6	Yes	
33	6	Yes	
34	6	Yes	
35	6	Yes	
36	6	Yes	
37	6	Yes	
38	6	Yes	
39	6	Yes	
40	6	Yes	
41	6	Yes	
42	6	Yes	
43	6	Yes	
44	6	Yes	
45	6	Yes	
46	6	Yes	
47	6	Yes	
48	6	Yes	
49	6	Yes	
50	6	Yes	
51	6	Yes	
52	6	Yes	
53	6	Yes	

54	6	Yes	
55	6	Yes	
56	6	Yes	
57	6	Yes	
58	6	Yes	
59	6	Yes	
60	6	Yes	
61	6	Yes	
62	6	Yes	
63	6	Yes	
64	6	Yes	

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Vehicle Plan	Assigned Phase	Switch Phase	Extend Time	Delay Time	Queue Limit	Yellow Lock	Added Option	Call Option	Passage Option	Queue Option	NTCIP Occupancy	NTCIP Volume	ECPI Log	F L
1	1	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
1	2	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
1	3	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
1	4	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	2	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	3	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	4	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
3	1	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
3	2	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
3	3	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
3	4	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
4	1	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
4	2	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
4	3	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
4	4	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	1	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	2	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	3	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	4	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	2	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	3	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	4	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
7	3	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
7	4	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
8	3	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
8	4	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
9	1	3	0	0.0	7.0	0	No	No	Yes	Yes	No	No	No	No	N
9	2	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
9	3	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
9	4	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
10	1	4	0	0.0	12.0	0	No	No	Yes	Yes	No	No	No	No	N
10	2	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
10	3	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
10	4	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
11	1	8	0	0.0	12.0	0	No	No	Yes	Yes	No	No	No	No	N
11	2	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
11	3	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
11	4	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
12	1	7	0	0.0	7.0	0	No	No	Yes	Yes	No	No	No	No	N
12	2	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
12	3	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N

12	4	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
13	3	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
13	4	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
14	3	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
14	4	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
15	3	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
15	4	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
16	3	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
16	4	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N

Ped and System Detector Options (MM)6-4

Phase Ped Detector

Local Ped Detector	Number
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Local System Detector

Local System Detector	Number

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-5

NTCIP Log Period: 0 ECPI Log Period: TBAP Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No

6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0

1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0
1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0

2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0
2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0
2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0

3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0
3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0
3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0
3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0

3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0

4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-7

Plan	Detector	Counts	Act	Pres	Multiplier

Configuration Phase Sequence Page 1

Phase Ring (MM)1-1-1

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

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence	Ring	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Barrier Mode	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
1	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
2	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
3	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
4	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
5	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
6	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
6	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
7	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
7	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
8	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
8	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
10	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
10	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
11	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
11	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
12	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
12	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
13	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
13	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
14	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
14	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
15	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
15	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0
16	1	1	2	3	4	7	10	13	14	0	0	0	0	0	0	0	0
16	2	5	6	9	8	11	12	15	16	0	0	0	0	0	0	0	0

Phase Compatibility (MM)1-1-2

Phase 1	Phase 2
1	5
1	6

2	5
2	6
3	8
4	8
9	11
9	12
10	11
10	12
13	15
13	16
14	15
14	16

Phase Direction Descriptions

Phase	Description

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1
Enable CRC Check: No
CRC: 0000
Request Download Program Data: No
Enable Automatic Backup to Datakey: No

City of Dripping Springs - RM 12 @ Sport Park 05614

Configuration Phase Sequence Page 2

In Use(MM)1-2	Exclusive Ped(MM)1-2	Backup Prevent(MM)1-1-3			Simultaneous Gap(MM)1-1-4		Disable(MM)1-1-4
Phases In Use	Phase	Phase	Timing Phase	Backup	Phase	Must Gap with Phase	Phase
1							
2							
3							
4							
6							
7							

Load Switch Assignments (MMU Channel) (MM)1-3

Phase	Overlap	Type	Dim				Auto		Flash Together
			R	Y	G	D	R	Y	
1	1	V				+	Yes		
2	2	V				+	Yes		Yes
3	3	V				+	Yes		
4	4	V				+	Yes		Yes
5	5	V				-	Yes		
6	6	V				-	Yes		Yes
7	7	V				-	Yes		

8	8	V				-	Yes		Yes
9	2	P				+			
10	4	P				+			
11	6	P				-			
12	3	P				-			
13	1	O				+	Yes		
14	2	O				-	Yes		Yes
15	3	O				+	Yes		
16	4	O				-	Yes		Yes

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

Bus Interface Terminal/Facilities

BIU	Term and Facility Enable	Detector Rack Enable
1	Yes	No
2	Yes	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: No
MMU To CU SDLC External Start: Enabled
Diagonstics (Test Fixture) Enable: No

Secondary To Secondary Addressing

ID	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Secondary To Secondary Addressing MMU: No
Secondary To Secondary Addressing Diagonstics: No

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**

1	6
1	15
2	6
2	9
2	13
2	15
3	12
6	9
6	13
6	15
9	13
9	15
13	15

Color Check Enable (MM)1-4-3
Enable Color Check: No

Color Check Enable

MMU Channel	Green	Yellow	Red
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	Yes
5	Yes	Yes	Yes
6	Yes	Yes	Yes
7	Yes	Yes	Yes
8	Yes	Yes	Yes
9	Yes	Yes	Yes
10	Yes	Yes	Yes
11	Yes	Yes	Yes
12	Yes	Yes	Yes
13	Yes	Yes	Yes
14	Yes	Yes	Yes
15	Yes	Yes	Yes
16	Yes	Yes	Yes

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Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP:	10.70.10.51
Subnet Mask:	255.255.255.0
Default Gateway IP:	10.70.10.1
Server IP:	10.148.3.231

NTCIP Parameters (MM)1-5-5

Backup Time:	0
UDP Port:	501
Ethernet Priority:	1
Port 2 Priority:	4
Port 3A Priority:	2
Port 3B Priority:	3

Note for 2070: Port 2 is C50S, Port 3A is C21S, and Port 3B is C22S

Port Configuration (MM)1-5-2 to 1-5-4

Port	Protocol	Enable	Data Rate	Data Parity Sto	Modem Setup	User String	Comm Port Address	System Detector 9-1	Telemetry Response	Duplex Half/Full	Flow Control	AB3418 NTCIP Group	AB3418 NTCIP	RTS to CTS Del	RTS Turn Off	Droupout Time	Early RTS	FSK Hardware

				p	String				Delay			Address	Single Flag Enable	ay	Delay			
2	Terminal	No	9600	8 N 1	None		0	0	0.0	Half	Yes	0	No	0.0	0.0	10	No	Yes
3A	NTCIP	Yes	9600	8 N 1	None		1	0	0.0	Full	Yes	0	No	0.0	0.0	10	No	Yes
3B	ECPIP	No	1200	8 N 1	None		0	0	0.9	Full	Yes	0	No	14.0	2.0	10	No	Yes

ECPIP Parameters (MM)1-5-6

Expanded System Detector Address: 0

Local System Detector	
Local System Detector	**Number**

Configuration Logging/Display

Enable Event Logs (MM)1-6-1

Critical RFE's:	Yes
3 Critical RFE's in 24 Hours:	Yes
MMU Flash Faults:	Yes
Local Flash Faults:	Yes
Non-Critical RFE's (Det/Test):	Yes
Detector Errors:	Yes
Coordination Errors:	Yes
Controller Download:	Yes
Preempt:	Yes
TSP:	Yes
Power On/Off:	Yes
Low Battery:	Yes
Access:	Yes
Data Change:	Yes

Alarm Logs (MM)1-6-1

Enabled: 12345678910111213141516

Display Options (MM)1-7-2

Key Click Enable: No

Backlight Enable: Yes

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Logic Processor Page 1

Statement Control (MM)1-8-1	
LP	**Statement Control**

Logic Processor Page 2

Logic Statements (MM)1-8-2

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Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	7	10	7	5	0	10	5	0	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	10	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	16	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	50	35	15	35	50	15	35	35	35	35	35	35	35	35	35
Max 2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 2

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

BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 3

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 4

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Modifier	Ped Protect	Not Overlap	Lag X Phase	Lag 2 Phase	Flash Green
A	2	Yes	No	No	No	No	No	No	0
C	6	Yes	No	No	No	No	No	No	0

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

City of Dripping Springs - RM 12 @ Sport Park 05614

Controller Pedestrian Overlaps

Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

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Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap
A
B
C
D

Flash > Mon: No
Flash Time: 0
All Red: 6
Power Start Sequence: 1

Automatic Flash

Entry Phase
4
8

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

City of Dripping Springs - RM 12 @ Sport Park 05614

Controller Options

Controller Options (MM)2-6-1

Phase	Flashing Green Phase	Guaranteed Passage	Non Act 1	Non Act 2	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGRN + Veh Ext
2	No	No	Yes	No	No	No	No	No	No	No	No	No	No
4	No	No	No	Yes	No	No	No	No	No	No	No	No	No
6	No	No	Yes	No	No	No	No	No	No	No	No	No	No
8	No	No	No	Yes	No	No	No	No	No	No	No	No	No

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8

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

4	3	Yes	No	No	No	No	No	No
4	4	Yes	No	No	No	No	No	No
4	5	Yes	No	No	No	No	No	No
4	6	Yes	No	No	No	No	No	No
4	7	Yes	No	No	No	No	No	No
4	8	Yes	No	No	No	No	No	No
4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

City of Dripping Springs - RM 12 @ Sport Park 05614

Coordination Options

Coordination Options (MM)3-1

Manual Pattern: Auto
ECPI Coord: Yes
System Source: TBC
System Format: STD
Splits In: Seconds
Offsets In: Seconds
Transition: Smooth
Max Select: MAXINH
Dwell/Add Time: 0
Dly Coord Wz-Lz: No
Force Off: Float
Offset Reference: Lead
Use Ped Time: Yes
Ped Recall: No
Ped Resv: No
Local Zero Ovrd: No
Fo Add Ini Green: No
Re-sync Count: 0
Multisync: No

Split Demand (MM)3-5

Demand 1	Demand 2
Phase	Phase

Demand	Detector	Call Time	Cycle Count

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

Phase	Min Green

Coordination Pattern Data

Pattern Data (MM)3-2

Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Splits In	Offsets In	Actuated Coord

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	XArt Pattern	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	Ring Displ 2	Ring Displ 3	Ring Displ 4

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2

Special Functions

Pattern	Function	Output

Split Pattern Data (MM)3-3

Coord Phases

Split Pattern	Phase	Split

Split/Modes

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

City of Dripping Springs - RM 12 @ Sport Park 05614

Preemptor Preempt Plan (MM)4-1

Preempt Phases

Preempt	Phase	Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function

Preempt Overlaps

Preempt	Overlap	Track Clear	Enable Trailing	Dwell Overlap	Cycling Overlap

Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	No	Yes	No	Yes	0	0	No	0	No
2	No	Yes	No	Yes	0	0	No	0	No
3	No	Yes	No	Yes	0	0	No	0	No
4	No	Yes	No	Yes	0	0	No	0	No
5	No	Yes	No	Yes	0	0	No	0	No
6	No	Yes	No	Yes	0	0	No	0	No

7	No	Yes	No	Yes	0	0	No	0	No
8	No	Yes	No	Yes	0	0	No	0	No
9	No	Yes	No	Yes	0	0	No	0	No
10	No	Yes	No	Yes	0	0	No	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord
1	No	No	No	No	No	Off	0	Red	No
2	No	No	No	No	No	Off	0	Green	No
3	No	No	No	No	No	Off	0	Green	No
4	No	No	No	No	No	Off	0	Green	No
5	No	No	No	No	No	Off	0	Green	No
6	No	No	No	No	No	Off	0	Green	No
7	No	No	No	No	No	Off	0	Green	No
8	No	No	No	No	No	Off	0	Green	No
9	No	No	No	No	No	Off	0	Green	No
10	No	No	No	No	No	Off	0	Green	No

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No
5	0	0	No	No	No	No
6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	255	5	4.0	1.0	0	0	0	4.0	1.0
2	0	255	5	4.0	1.0	0	0	0	4.0	1.0
3	0	255	5	4.0	1.0	0	0	0	4.0	1.0
4	0	255	5	4.0	1.0	0	0	0	4.0	1.0
5	0	255	5	4.0	1.0	0	0	0	4.0	1.0
6	0	255	5	4.0	1.0	0	0	0	4.0	1.0
7	0	255	5	4.0	1.0	0	0	0	4.0	1.0
8	0	255	5	4.0	1.0	0	0	0	4.0	1.0
9	0	255	5	4.0	1.0	0	0	0	4.0	1.0
10	0	255	5	4.0	1.0	0	0	0	4.0	1.0

Preempt	Min Dwell Time	Extend Preempt Input Time	Max Preempt Call Time	Exit Yellow Time	Exit Red Time	Preempt Active Out	Preempt Active Dwell	Other Priority Preempt	Non-Priority Preempt
1	0	0.0	0	4.0	1.0	On	No	Off	Off
2	0	0.0	0	4.0	1.0	On	No	Off	Off
3	0	0.0	0	4.0	1.0	On	No	Off	Off
4	0	0.0	0	4.0	1.0	On	No	Off	Off
5	0	0.0	0	4.0	1.0	On	No	Off	Off
6	0	0.0	0	4.0	1.0	On	No	Off	Off
7	0	0.0	0	4.0	1.0	On	No	Off	Off
8	0	0.0	0	4.0	1.0	On	No	Off	Off
9	0	0.0	0	4.0	1.0	On	No	Off	Off
10	0	0.0	0	4.0	1.0	On	No	Off	Off

Preemptor Preempt Filtering

Enable Preempt Filtering and TSP/SCP (MM)4-2

Input	Solid	Pulsing
3	Preemption -3	Preemption -7
4	Preemption -4	Preemption -8
5	Preemption -5	Preemption -9
6	Preemption -6	Preemption -10

City of Dripping Springs - RM 12 @ Sport Park 05614

Time Base Clock/Calendar

Clock/Calendar Options (MM)5-1

Enable Action Plan: 0
Sync Reference Time: 12:00 AM
Sync Reference: Reference Time
Day Light Savings: No
Time Reset Input Set Time: 3:30:00
Standard Time From GMT: 0

City of Dripping Springs - RM 12 @ Sport Park 05614

Time Base Action Plan

Action Plan (MM)5-2

Plan	Pattern	Veh Det Plan	Flash	Red Reset	Controller Seq	Timing Plan	System Override	Detector Log	Veh Det Diag Plan	Ped Det Diag Plan	Dimming Enable

Action Plan Phases

Plan	Phase	Red Rcl	Walk 2	Vex 2	Veh Rcl	Max Rcl	Max 2	Max 3	CS Inhibit	Omit

Acion Plan Special Functions

Plan	Function

Action Plan Auxiliary Functions

Plan	Function

Logic Statement Control		
Plan	**LP**	**Statement Control**

City of Dripping Springs - RM 12 @ Sport Park 05614

Time Base Day Plan/Schedule

Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month

City of Dripping Springs - RM 12 @ Sport Park 05614

Time Base Exceptions

Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0

23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

Detectors

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Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called

Vehicle Detector Setup (MM)6-2 continued

Detector Number	ECPI	TS2 Detector	Detector Description

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Vehicle Plan	Assigned Phase	Switch Phase	Extend Time	Delay Time	Queue Limit	Yellow Lock	Added Option	Call Option	Passage Option	Queue Option	NTCIP Occupancy	NTCIP Volume	ECPI Log	E L
1	1	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
1	2	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
1	3	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
1	4	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	1	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	2	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	3	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	4	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
3	1	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
3	2	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
3	3	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
3	4	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
4	1	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
4	2	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
4	3	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
4	4	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	1	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	2	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	3	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N

5	4	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	2	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	3	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	4	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
7	1	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
7	2	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
7	3	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
7	4	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
8	1	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
8	2	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
8	3	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
8	4	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
9	1	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
9	2	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
9	3	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
9	4	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
10	1	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
10	2	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
10	3	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
10	4	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
11	1	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
11	2	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
11	3	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
11	4	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
12	1	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
12	2	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
12	3	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
12	4	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
13	1	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
13	2	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
13	3	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
13	4	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
14	1	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
14	2	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
14	3	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
14	4	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
15	1	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
15	2	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
15	3	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
15	4	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
16	1	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
16	2	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
16	3	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
16	4	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N

Ped and System Detector Options (MM)6-4

Phase Ped Detector

Local Ped Detector	Number
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8

9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Local System Detector

Local System Detector	Number

City of Dripping Springs - RM 12 @ Sport Park 05614

Detectors

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Log - Speed Detector Setup (MM)6-5

NTCIP Log Period: 0 ECPI Log Period: TBAP Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0

1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0

1	54	0	0	0	1	255	0
1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0
2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0
2	38	0	0	0	1	255	0

2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0
3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0
3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0

3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0
3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0

4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0

4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-7					
Plan	**Detector**	**Counts**	**Act**	**Pres**	**Multiplier**

Configuration Phase Sequence Page 1

Phase Ring (MM)1-1-1

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

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence	Ring	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Barrier Mode	B		B		B		B		B							
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
6	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
6	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
7	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
7	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
8	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
8	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
10	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
10	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
11	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
11	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
12	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
12	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
14	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
14	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
15	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
15	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
16	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
16	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0

Phase Compatibility (MM)1-1-2

Phase 1	Phase 2
1	5
1	6

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

Phase Direction Descriptions

Phase	Description

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1
Enable CRC Check: No
CRC: 0000
Request Download Program Data: No
Enable Automatic Backup to Datakey: Yes

Configuration Phase Sequence Page 2

In Use(MM)1-2
Phases In Use
2
4
5
6

Exclusive Ped(MM)1-2
Phase

Backup Prevent(MM)1-1-3		
Phase	Timing Phase	Backup

Simultaneous Gap(MM)1-1-4	
Phase	Must Gap with Phase
2	6
6	2

Disable(MM)1-1-4
Phase

Load Switch Assignments (MMU Channel) (MM)1-3

Phase	Overlap	Type	Dim				Auto		Flash Together
			R	Y	G	D	R	Y	
1	1	V				+	Yes		
2	2	V				+		Yes	Yes
3	3	V				+	Yes		
4	4	V				+	Yes		Yes
5	5	V				-	Yes		
6	6	V				-		Yes	Yes
7	7	V				-	Yes		

8	8	V				-	Yes		Yes
9	2	P				+			
10	4	P				+			
11	6	P				-			
12	8	P				-			
13	1	O				+	Yes		
14	2	O				-	Yes		Yes
15	3	O				+	Yes		
16	4	O				-	Yes		Yes

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

Bus Interface Terminal/Facilities

BIU	Term and Facility Enable	Detector Rack Enable
1	Yes	Yes
2	Yes	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: No
MMU To CU SDLC External Start: Enabled
Diagonstics (Test Fixture) Enable: No

Secondary To Secondary Addressing

ID	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Secondary To Secondary Addressing MMU: No
Secondary To Secondary Addressing Diagonstics: No

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**

2	5
2	6
2	14
4	14
5	14

Color Check Enable (MM)1-4-3
Enable Color Check: No

Color Check Enable

MMU Channel	Green	Yellow	Red
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	Yes
5	Yes	Yes	Yes
6	Yes	Yes	Yes
7	Yes	Yes	Yes
8	Yes	Yes	Yes
9	Yes	Yes	Yes
10	Yes	Yes	Yes
11	Yes	Yes	Yes
12	Yes	Yes	Yes
13	Yes	Yes	Yes
14	Yes	Yes	Yes
15	Yes	Yes	Yes
16	Yes	Yes	Yes

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Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP:	10.151.117.224
Subnet Mask:	255.255.254.0
Default Gateway IP:	10.151.116.1
Server IP:	10.148.3.231

NTCIP Parameters (MM)1-5-5

Backup Time:	0
UDP Port:	501
Ethernet Priority:	1
Port 2 Priority:	4
Port 3A Priority:	2
Port 3B Priority:	3

Note for 2070: Port 2 is C50S, Port 3A is C21S, and Port 3B is C22S

Port Configuration (MM)1-5-2 to 1-5-4

Port	Protocol	Enable	Data Rate	Data Parity Stop	Modem Setup String	User String	Comm Port Address	System Detector 9-1	Telemetry Response Delay	Duplex Half/Full	Flow Control	AB3418 NTCIP Group Address	AB3418 NTCIP Single Flag Enable	RTS to CTS Delay	RTS Turn Off Delay	Droupout Time	Early RTS	FSK Hardware
2	Terminal	No	9600	8 N 1	None		0	0	0.0	Half	Yes	0	No	0.0	0.0	10	No	Yes
3A	NTCIP	Yes	9600	8 N 1	None		1	0	0.0	Full	No	0	No	0.0	0.0	10	No	Yes

3B	ECPIP	Yes	1200	8 0 1	None		1	0	0.9	Full	Yes	0	No	3.0	2.0	300	No	Yes

ECPIP Parameters (MM)1-5-6

Expanded System Detector Address: 0

Local System Detector	
Local System Detector	**Number**

Configuration Logging/Display

Enable Event Logs (MM)1-6-1

Critical RFE's:	Yes
3 Critical RFE's in 24 Hours:	Yes
MMU Flash Faults:	Yes
Local Flash Faults:	Yes
Non-Critical RFE's (Det/Test):	Yes
Detector Errors:	Yes
Coordination Errors:	Yes
Controller Download:	Yes
Preempt:	Yes
TSP:	Yes
Power On/Off:	Yes
Low Battery:	Yes
Access:	Yes
Data Change:	Yes

Alarm Logs (MM)1-6-1

Enabled: 12345678910111213141516

Display Options (MM)1-7-2

Key Click Enable: No

Backlight Enable: Yes

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Logic Processor Page 1

Statement Control (MM)1-8-1	
LP	**Statement Control**

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Logic Processor Page 2

Logic Statements (MM)1-8-2

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	7	10	7	6	5	10	7	7	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	0.1	2.0	2.0	2.0	0.1	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	20	45	20	25	25	65	20	20	35	35	35	35	35	35	35	35
Max 2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.5	3.0	4.0	3.0	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 2

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

Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 3

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 4

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Modifier	Ped Protect	Not Overlap	Lag X Phase	Lag 2 Phase	Flash Green
A	2	Yes	No	No	No	No	No	No	0
B	5	Yes	No	No	No	No	No	No	0
B	14	Yes	No	No	No	No	No	No	0
C	6	Yes	No	No	No	No	No	No	0
D	8	Yes	No	No	No	No	No	No	0

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

Controller Pedestrian Overlaps

Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

City of Dripping Springs - US 290 @ Mighty Tiger 13414

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G

6	G

Overlap
A
B
C
D

Flash > Mon: No
Flash Time: 0
All Red: 6
Power Start Sequence: 1

Automatic Flash

Entry Phase
4

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

City of Dripping Springs - US 290 @ Mighty Tiger 13414

Controller Options

Controller Options (MM)2-6-1

Phase	Flashing Green Phase	Guaranteed Passage	Non Act 1	Non Act 2	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGRN + Veh Ext
2	No	No	Yes	No	No	No	No	No	No	No	No	No	No
4	No	No	No	Yes	No	No	No	No	No	No	No	No	No
6	No	No	Yes	No	No	No	No	No	No	No	No	No	No
8	No	No	No	Yes	No	No	No	No	No	No	No	No	No

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8

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

4	2	Yes	No	No	No	No	No	No
4	3	Yes	No	No	No	No	No	No
4	4	Yes	No	No	No	No	No	No
4	5	Yes	No	No	No	No	No	No
4	6	Yes	No	No	No	No	No	No
4	7	Yes	No	No	No	No	No	No
4	8	Yes	No	No	No	No	No	No
4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

City of Dripping Springs - US 290 @ Mighty Tiger 13414

Coordination Options

Coordination Options (MM)3-1

Manual Pattern: Auto
ECPI Coord: Yes
System Source: SYS
System Format: STD
Splits In: Seconds
Offsets In: Seconds
Transition: Smooth
Max Select: MAXINH
Dwell/Add Time: 0
Dly Coord Wz-Lz: No
Force Off: Float
Offset Reference: Lead
Use Ped Time: Yes
Ped Recall: No
Ped Resv: No
Local Zero Ovrd: No
Fo Add Ini Green: No
Re-sync Count: 0
Multisync: No

Split Demand (MM)3-5

Demand 1	Demand 2
Phase	Phase

Demand	Detector	Call Time	Cycle Count

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

Phase	Min Green

Coordination Pattern Data

Pattern Data (MM)3-2

Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Splits In	Offsets In	Actuated Coord

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	XArt Pattern	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	Ring Displ 2	Ring Displ 3	Ring Displ 4

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2

Special Functions

Pattern	Function	Output

Split Pattern Data (MM)3-3

Coord Phases

Split Pattern	Phase	Split

Split/Modes

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

City of Dripping Springs - US 290 @ Mighty Tiger 13414

Preemptor Preempt Plan (MM)4-1

Preempt Phases

Preempt	Phase	Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function

Preempt Overlaps

Preempt	Overlap	Track Clear	Enable Trailing	Dwell Overlap	Cycling Overlap

Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	Standard	Yes	No	Yes	0	0	No	0	No
2	Standard	Yes	No	Yes	0	0	No	0	No
3	Standard	Yes	No	Yes	0	0	No	0	No

4	No	Yes	No	Yes	0	0	No	0	No
5	No	Yes	No	Yes	0	0	No	0	No
6	No	Yes	No	Yes	0	0	No	0	No
7	No	Yes	No	Yes	0	0	No	0	No
8	No	Yes	No	Yes	0	0	No	0	No
9	No	Yes	No	Yes	0	0	No	0	No
10	No	Yes	No	Yes	0	0	No	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord
1	No	No	No	No	No	Off	0	Green	No
2	No	No	No	No	No	Off	0	Green	No
3	No	No	No	No	No	Off	0	Green	No
4	No	No	No	No	No	Off	0	Green	No
5	No	No	No	No	No	Off	0	Green	No
6	No	No	No	No	No	Off	0	Green	No
7	No	No	No	No	No	Off	0	Green	No
8	No	No	No	No	No	Off	0	Green	No
9	No	No	No	No	No	Off	0	Green	No
10	No	No	No	No	No	Off	0	Green	No

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No
5	0	0	No	No	No	No
6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	255	5	4.0	1.0	0	0	0	4.0	1.0
2	0	255	5	4.0	1.0	0	0	0	4.0	1.0
3	0	255	5	4.0	1.0	0	0	0	4.0	1.0
4	0	255	5	4.0	1.0	0	0	0	4.0	1.0
5	0	255	5	4.0	1.0	0	0	0	4.0	1.0
6	0	255	5	4.0	1.0	0	0	0	4.0	1.0
7	0	255	5	4.0	1.0	0	0	0	4.0	1.0
8	0	255	5	4.0	1.0	0	0	0	4.0	1.0
9	0	255	5	4.0	1.0	0	0	0	4.0	1.0
10	0	255	5	4.0	1.0	0	0	0	4.0	1.0

Preempt	Min Dwell Time	Extend Preempt Input Time	Max Preempt Call Time	Exit Yellow Time	Exit Red Time	Preempt Active Out	Preempt Active Dwell	Other Priority Preempt	Non-Priority Preempt
1	0	0.0	0	4.0	1.0	On	No	Off	Off
2	0	0.0	0	4.0	1.0	On	No	Off	Off
3	0	0.0	0	4.0	1.0	On	No	Off	Off
4	0	0.0	0	4.0	1.0	On	No	Off	Off
5	0	0.0	0	4.0	1.0	On	No	Off	Off
6	0	0.0	0	4.0	1.0	On	No	Off	Off
7	0	0.0	0	4.0	1.0	On	No	Off	Off

8	0	0.0	0	4.0	1.0	On	No	Off	Off
9	0	0.0	0	4.0	1.0	On	No	Off	Off
10	0	0.0	0	4.0	1.0	On	No	Off	Off

Preemptor Preempt Filtering

Enable Preempt Filtering and TSP/SCP (MM)4-2

Input	Solid	Pulsing
1	Preemption -1	Preemption -1
2	Preemption -2	Preemption -2
3	Preemption -3	Preemption -3
4	Preemption -4	Preemption -4
5	Preemption -5	Preemption -5
6	Preemption -6	Preemption -6

City of Dripping Springs - US 290 @ Mighty Tiger 13414

Time Base Clock/Calendar

Clock/Calendar Options (MM)5-1

Enable Action Plan: 0
Sync Reference Time: 12:00 AM
Sync Reference: Reference Time
Day Light Savings: USDLS
Time Reset Input Set Time: 3:30:00
Standard Time From GMT: -4

City of Dripping Springs - US 290 @ Mighty Tiger 13414

Time Base Action Plan

Action Plan (MM)5-2

Plan	Pattern	Veh Det Plan	Flash	Red Reset	Controller Seq	Timing Plan	System Override	Detector Log	Veh Det Diag Plan	Ped Det Diag Plan	Dimming Enable
1	254 - FREE	0	No	No	0	0	No	None	0	0	No
11	254 - FREE	0	No	No	0	0	No	None	0	0	No
12	255 - FLSH	0	Yes	No	0	0	No	None	0	0	No
99	255 -	0	Yes	No	0	0	No	None	0	0	No

	FLSH										
100	254 - FREE	0	No	No	0	0	No	None	0	0	No

Action Plan Phases

Plan	Phase	Red Rcl	Walk 2	Vex 2	Veh Rcl	Max Rcl	Max 2	Max 3	CS Inhibit	Omit

Acion Plan Special Functions

Plan	Function

Action Plan Auxiliary Functions

Plan	Function

Logic Statement Control

Plan	LP	Statement Control

City of Dripping Springs - US 290 @ Mighty Tiger 13414

Time Base Day Plan/Schedule

Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	1	99	12:00 AM
1	2	100	6:00 AM
1	3	99	10:00 PM

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month
1	1	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Sun, Mon, Tues, Wed, Thurs, Fri, Sat	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

City of Dripping Springs - US 290 @ Mighty Tiger 13414

Time Base Exceptions

Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0

4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called

Vehicle Detector Setup (MM)6-2 continued

Detector Number	ECPI	TS2 Detector	Detector Description
1	2	Yes	

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Vehicle Plan	Assigned Phase	Switch Phase	Extend Time	Delay Time	Queue Limit	Yellow Lock	Added Option	Call Option	Passage Option	Queue Option	NTCIP Occupancy	NTCIP Volume	ECPI Log	F L
1	1	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
1	2	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
1	3	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
1	4	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	2	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	3	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	4	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
3	2	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
3	3	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
3	4	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
4	1	5	0	0.0	5.0	0	No	No	Yes	Yes	No	No	No	No	N
4	2	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
4	3	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
4	4	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	1	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	2	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	3	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	4	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	2	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	3	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	4	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
7	1	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
7	2	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
7	3	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
7	4	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
8	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
8	2	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
8	3	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
8	4	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
9	1	4	0	0.0	3.0	0	No	No	Yes	Yes	No	No	No	No	N
9	2	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
9	3	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
9	4	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
10	1	5	0	0.0	10.0	0	No	No	Yes	Yes	No	No	No	No	N
10	2	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
10	3	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
10	4	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
11	2	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
11	3	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
11	4	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
12	2	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
12	3	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
12	4	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
13	2	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
13	3	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
13	4	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
14	2	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
14	3	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
14	4	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
15	2	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
15	3	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
15	4	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
16	2	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
16	3	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N

16	4	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No

Ped and System Detector Options (MM)6-4

Phase Ped Detector

Local Ped Detector	Number
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Local System Detector

Local System Detector	Number

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-5

NTCIP Log Period: 60 ECPI Log Period: TBAP Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No

13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0

1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0
1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0

2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0
2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0
2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0

3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0
3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0
3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0

3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0

4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-7					
Plan	**Detector**	**Counts**	**Act**	**Pres**	**Multiplier**

Configuration Phase Sequence Page 1

Phase Ring (MM)1-1-1

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

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence	Ring	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Barrier Mode	B		B		B		B		B							
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
6	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
6	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
7	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
7	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
8	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
8	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
10	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
10	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
11	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
11	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
12	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
12	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
14	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
14	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
15	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
15	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
16	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
16	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0

Phase Compatibility (MM)1-1-2

Phase 1	Phase 2
1	5
1	6

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

Phase Direction Descriptions

Phase	Description

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1
Enable CRC Check: No
CRC: 0000
Request Download Program Data: No
Enable Automatic Backup to Datakey: No

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Configuration Phase Sequence Page 2

In Use(MM)1-2	Exclusive Ped(MM)1-2	Backup Prevent(MM)1-1-3			Simultaneous Gap(MM)1-1-4		Disable(MM)1-1-4
Phases In Use	Phase	Phase	Timing Phase	Backup	Phase	Must Gap with Phase	Phase
1							
2							
3							
4							
5							
6							

Load Switch Assignments (MMU Channel) (MM)1-3

Phase	Overlap	Type	Dim				Auto		Flash Together
			R	Y	G	D	R	Y	
1	1	V				+	Yes		
2	2	V				+		Yes	Yes
3	3	V				+	Yes		
4	4	V				+	Yes		Yes
5	5	V				-	Yes		

6	6	V				-		Yes	Yes
7	7	V				-	Yes		
8	8	V				-	Yes		Yes
9	2	P				+			
10	4	P				+			
11	6	P				-			
12	8	P				-			
13	1	O				+	Yes		
14	2	O				-	Yes		Yes
15	3	O				+	Yes		
16	4	O				-	Yes		Yes

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

Bus Interface Terminal/Facilities

BIU	Term and Facility Enable	Detector Rack Enable
1	Yes	Yes
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: No
MMU To CU SDLC External Start: Enabled
Diagonstics (Test Fixture) Enable: No

Secondary To Secondary Addressing

ID	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Secondary To Secondary Addressing MMU: No
Secondary To Secondary Addressing Diagonstics: No

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**
1	5
1	6
1	11
1	15
2	5
2	6
2	9
2	11
2	13
2	15
3	7
3	8
3	12
3	16
4	7
4	8
4	10
4	12
4	14
4	16
5	9
5	13
6	9
6	11
6	13
6	15
7	10
7	14
8	10
8	12
8	14
8	16
9	11
9	13
9	15
10	12
10	14
10	16
11	13
11	15
12	14
12	16
13	15
14	16

Color Check Enable (MM)1-4-3

Enable Color Check: No

Color Check Enable

MMU Channel	Green	Yellow	Red
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	Yes
5	Yes	Yes	Yes
6	Yes	Yes	Yes
7	Yes	Yes	Yes

8	Yes	Yes	Yes
9	Yes	Yes	Yes
10	Yes	Yes	Yes
11	Yes	Yes	Yes
12	Yes	Yes	Yes
13	Yes	Yes	Yes
14	Yes	Yes	Yes
15	Yes	Yes	Yes
16	Yes	Yes	Yes

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Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP:	10.151.117.223
Subnet Mask:	255.255.254.0
Default Gateway IP:	10.151.116.1
Server IP:	10.148.3.231

NTCIP Parameters (MM)1-5-5

Backup Time:	0
UDP Port:	501
Ethernet Priority:	1
Port 2 Priority:	4
Port 3A Priority:	2
Port 3B Priority:	3

Note for 2070: Port 2 is C50S, Port 3A is C21S, and Port 3B is C22S

Port Configuration (MM)1-5-2 to 1-5-4

Port	Protocol	Enable	Data Rate	Data Parity Stop	Modem Setup String	User String	Comm Port Address	System Detector 9-1	Telemetry Response Delay	Duplex Half/Full	Flow Control	AB3418 NTCIP Group Address	AB3418 NTCIP Single Flag Enable	RTS to CTS Delay	RTS Turn Off Delay	Droupout Time	Early RTS	FSK Hardware
2	Terminal	No	9600	8 N 1	None		0	0	0.0	Half	Yes	0	No	0.0	0.0	10	No	Yes
3A	NTCIP	Yes	9600	8 N 1	None		1	0	0.0	Full	No	0	No	0.0	0.0	10	No	Yes
3B	ECPIP	Yes	1200	8 0 1	None		1	0	0.9	Full	Yes	0	No	3.0	2.0	300	No	Yes

ECPIP Parameters (MM)1-5-6

Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

Configuration Logging/Display

Enable Event Logs (MM)1-6-1

Critical RFE's:	Yes
3 Critical RFE's in 24 Hours:	Yes
MMU Flash Faults:	Yes
Local Flash Faults:	Yes
Non-Critical RFE's (Det/Test):	Yes
Detector Errors:	Yes
Coordination Errors:	Yes
Controller Download:	Yes
Preempt:	Yes
TSP:	Yes
Power On/Off:	Yes
Low Battery:	Yes
Access:	Yes
Data Change:	Yes

Alarm Logs (MM)1-6-1

Enabled: 12345678910111213141516

Display Options (MM)1-7-2

Key Click Enable: No

Backlight Enable: Yes

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Logic Processor Page 1

Statement Control (MM)1-8-1

LP	Statement Control

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Logic Processor Page 2

Logic Statements (MM)1-8-2

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Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	7	20	7	7	7	20	7	7	0	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10

Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	0.1	2.0	2.0	2.0	0.1	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	20	50	14	25	20	50	20	20	35	35	35	35	35	35	35	35
Max 2	0	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 3

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 4

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

BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Modifier	Ped Protect	Not Overlap	Lag X Phase	Lag 2 Phase	Flash Green

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5

B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

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Controller Pedestrian Overlaps

Pedestrian Overlaps (MM) 2-3	
Included Phase	**Ped Overlap**

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Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap
A
B
C
D

Flash > Mon: No
Flash Time: 0
All Red: 6
Power Start Sequence: 1

Automatic Flash

Entry Phase
4

Exit Phase
2

6

Overlap Exit
A
B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

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Controller Options

Controller Options (MM)2-6-1

Phase	Flashing Green Phase	Guaranteed Passage	Non Act 1	Non Act 2	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGRN + Veh Ext
2	No	No	Yes	No	No	No	No	No	No	No	No	No	No
4	No	No	No	Yes	No	No	No	No	No	No	No	No	No
6	No	No	Yes	No	No	No	No	No	No	No	No	No	No
8	No	No	No	Yes	No	No	No	No	No	No	No	No	No

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8

Plan	Phase	Lock Detector	Vehicle Recall	Ped Recall	Max Recall	Soft Recall	No Rest	Al Calc
1	2	No	Yes	No	No	No	No	No
1	6	No	Yes	No	No	No	No	No
2	1	Yes	No	No	No	No	No	No
2	2	Yes	No	No	No	No	No	No
2	3	Yes	No	No	No	No	No	No
2	4	Yes	No	No	No	No	No	No
2	5	Yes	No	No	No	No	No	No
2	6	Yes	No	No	No	No	No	No
2	7	Yes	No	No	No	No	No	No
2	8	Yes	No	No	No	No	No	No
2	9	Yes	No	No	No	No	No	No
2	10	Yes	No	No	No	No	No	No

2	11	Yes	No	No	No	No	No	No
2	12	Yes	No	No	No	No	No	No
2	13	Yes	No	No	No	No	No	No
2	14	Yes	No	No	No	No	No	No
2	15	Yes	No	No	No	No	No	No
2	16	Yes	No	No	No	No	No	No
3	1	Yes	No	No	No	No	No	No
3	2	Yes	No	No	No	No	No	No
3	3	Yes	No	No	No	No	No	No
3	4	Yes	No	No	No	No	No	No
3	5	Yes	No	No	No	No	No	No
3	6	Yes	No	No	No	No	No	No
3	7	Yes	No	No	No	No	No	No
3	8	Yes	No	No	No	No	No	No
3	9	Yes	No	No	No	No	No	No
3	10	Yes	No	No	No	No	No	No
3	11	Yes	No	No	No	No	No	No
3	12	Yes	No	No	No	No	No	No
3	13	Yes	No	No	No	No	No	No
3	14	Yes	No	No	No	No	No	No
3	15	Yes	No	No	No	No	No	No
3	16	Yes	No	No	No	No	No	No
4	1	Yes	No	No	No	No	No	No
4	2	Yes	No	No	No	No	No	No
4	3	Yes	No	No	No	No	No	No
4	4	Yes	No	No	No	No	No	No
4	5	Yes	No	No	No	No	No	No
4	6	Yes	No	No	No	No	No	No
4	7	Yes	No	No	No	No	No	No
4	8	Yes	No	No	No	No	No	No
4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

Coordination Options

Coordination Options (MM)3-1

Manual Pattern: Auto
ECPI Coord: Yes
System Source: SYS
System Format: STD

Splits In: Seconds
Offsets In: Seconds
Transition: Smooth
Max Select: MAXINH
Dwell/Add Time: 0
Dly Coord Wz-Lz: No
Force Off: Float
Offset Reference: Lead
Use Ped Time: Yes
Ped Recall: No
Ped Resv: No
Local Zero Ovrd: No
Fo Add Ini Green: No
Re-sync Count: 0
Multisync: No

Split Demand (MM)3-5

Demand 1	Demand 2
Phase	Phase

Demand	Detector	Call Time	Cycle Count

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

Phase	Min Green

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Coordination Pattern Data

Pattern Data (MM)3-2

Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Splits In	Offsets In	Actuated Coord

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	XArt Pattern	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	Ring Displ 2	Ring Displ 3	Ring Displ 4

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2

Special Functions

Pattern	Function	Output

Split Pattern Data (MM)3-3

Coord Phases		
Split Pattern	Phase	Split

Split/Modes																
Split Pattern	Mode	Phase														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

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Preemptor Preempt Plan (MM)4-1

Preempt Phases

Preempt	Phase	Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function

Preempt Overlaps

Preempt	Overlap	Track Clear	Enable Trailing	Dwell Overlap	Cycling Overlap

Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	Standard	Yes	No	Yes	0	0	No	0	No
2	Standard	Yes	No	Yes	0	0	No	0	No
3	Standard	Yes	No	Yes	0	0	No	0	No
4	No	Yes	No	Yes	0	0	No	0	No
5	No	Yes	No	Yes	0	0	No	0	No
6	No	Yes	No	Yes	0	0	No	0	No
7	No	Yes	No	Yes	0	0	No	0	No
8	No	Yes	No	Yes	0	0	No	0	No
9	No	Yes	No	Yes	0	0	No	0	No
10	No	Yes	No	Yes	0	0	No	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord
1	No	No	No	No	No	Off	0	Green	No
2	No	No	No	No	No	Off	0	Green	No
3	No	No	No	No	No	Off	0	Green	No
4	No	No	No	No	No	Off	0	Green	No
5	No	No	No	No	No	Off	0	Green	No
6	No	No	No	No	No	Off	0	Green	No
7	No	No	No	No	No	Off	0	Green	No
8	No	No	No	No	No	Off	0	Green	No
9	No	No	No	No	No	Off	0	Green	No
10	No	No	No	No	No	Off	0	Green	No

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No
5	0	0	No	No	No	No

6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	255	5	4.0	1.0	0	0	0	4.0	1.0
2	0	255	5	4.0	1.0	0	0	0	4.0	1.0
3	0	255	5	4.0	1.0	0	0	0	4.0	1.0
4	0	255	5	4.0	1.0	0	0	0	4.0	1.0
5	0	255	5	4.0	1.0	0	0	0	4.0	1.0
6	0	255	5	4.0	1.0	0	0	0	4.0	1.0
7	0	255	5	4.0	1.0	0	0	0	4.0	1.0
8	0	255	5	4.0	1.0	0	0	0	4.0	1.0
9	0	255	5	4.0	1.0	0	0	0	4.0	1.0
10	0	255	5	4.0	1.0	0	0	0	4.0	1.0

Preempt	Min Dwell Time	Extend Preempt Input Time	Max Preempt Call Time	Exit Yellow Time	Exit Red Time	Preempt Active Out	Preempt Active Dwell	Other Priority Preempt	Non-Priority Preempt
1	0	0.0	0	4.0	1.0	On	No	Off	Off
2	0	0.0	0	4.0	1.0	On	No	Off	Off
3	0	0.0	0	4.0	1.0	On	No	Off	Off
4	0	0.0	0	4.0	1.0	On	No	Off	Off
5	0	0.0	0	4.0	1.0	On	No	Off	Off
6	0	0.0	0	4.0	1.0	On	No	Off	Off
7	0	0.0	0	4.0	1.0	On	No	Off	Off
8	0	0.0	0	4.0	1.0	On	No	Off	Off
9	0	0.0	0	4.0	1.0	On	No	Off	Off
10	0	0.0	0	4.0	1.0	On	No	Off	Off

Preemptor Preempt Filtering

Enable Preempt Filtering and TSP/SCP (MM)4-2		
Input	**Solid**	**Pulsing**
1	Preemption -1	Preemption -1
2	Preemption -2	Preemption -2
3	Preemption -3	Preemption -3
4	Preemption -4	Preemption -4
5	Preemption -5	Preemption -5
6	Preemption -6	Preemption -6

Time Base Clock/Calendar

Clock/Calendar Options (MM)5-1

Enable Action Plan: 0
Sync Reference Time: 12:00 AM
Sync Reference: Reference Time
Day Light Savings: USDLS
Time Reset Input Set Time: 3:30:00
Standard Time From GMT: 0

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Time Base Action Plan

Action Plan (MM)5-2

Plan	Pattern	Veh Det Plan	Flash	Red Reset	Controller Seq	Timing Plan	System Override	Detector Log	Veh Det Diag Plan	Ped Det Diag Plan	Dimming Enable
99	255 - FLSH	0	Yes	No	0	0	No	None	0	0	No
100	254 - FREE	0	No	No	0	0	No	None	0	0	No

Action Plan Phases

Plan	Phase	Red Rcl	Walk 2	Vex 2	Veh Rcl	Max Rcl	Max 2	Max 3	CS Inhibit	Omit

Acion Plan Special Functions

Plan	Function

Action Plan Auxiliary Functions

Plan	Function

Logic Statement Control

Plan	LP	Statement Control

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Time Base Day Plan/Schedule

Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	1	99	12:00 AM

1	2	100	6:00 AM
1	3	99	10:00 PM

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month
1	1	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Sun, Mon, Tues, Wed, Thurs, Fri, Sat	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

Time Base Exceptions

Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0

30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called

Vehicle Detector Setup (MM)6-2 continued

Detector Number	ECPI	TS2 Detector	Detector Description
3	2	Yes	
4	2	Yes	

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Vehicle Plan	Assigned Phase	Switch Phase	Extend Time	Delay Time	Queue Limit	Yellow Lock	Added Option	Call Option	Passage Option	Queue Option	NTCIP Occupancy	NTCIP Volume	EC Lo
1	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
1	2	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
1	3	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
1	4	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	2	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	3	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	4	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	1	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	2	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	3	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	4	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	1	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	2	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	3	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	4	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	2	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	3	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	4	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	2	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	3	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	4	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	1	3	0	0.0	10.0	0	No	No	Yes	Yes	No	No	No	No
7	2	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	3	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	4	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No

8	1	4	0	0.0	10.0	0	No	No	Yes	Yes	No	No	No	No
8	2	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
8	3	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
8	4	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	1	1	0	0.0	8.0	0	No	No	Yes	Yes	No	No	No	No
9	2	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	3	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	4	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	1	5	0	0.0	8.0	0	No	No	Yes	Yes	No	No	No	No
10	2	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	3	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	4	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	2	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	3	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	4	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	2	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	3	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	4	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	2	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	3	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	4	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	2	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	3	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	4	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
15	2	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
15	3	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
15	4	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	2	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	3	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	4	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No

Ped and System Detector Options (MM)6-4

Phase Ped Detector

Local Ped Detector	Number
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Local System Detector

Local System Detector	Number

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-5

NTCIP Log Period: 60 ECPI Log Period: TBAP Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0

1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0
1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0

2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0
2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0
2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0

2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0
3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0
3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0

3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0
3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0

4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-7

Plan	Detector	Counts	Act	Pres	Multiplier

Configuration Phase Sequence Page 1

Phase Ring (MM)1-1-1

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

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence	Ring	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Barrier Mode	B		B		B		B		B							
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
6	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
6	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
7	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
7	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
8	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
8	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
10	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
10	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
11	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
11	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
12	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
12	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
14	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
14	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
15	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
15	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
16	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
16	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0

Phase Compatibility (MM)1-1-2

Phase 1	Phase 2
1	5
1	6

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

Phase Direction Descriptions

Phase	Description

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1
Enable CRC Check: No
CRC: 0000
Request Download Program Data: No
Enable Automatic Backup to Datakey: No

Configuration Phase Sequence Page 2

In Use(MM)1-2	Exclusive Ped(MM)1-2	Backup Prevent(MM)1-1-3			Simultaneous Gap(MM)1-1-4		Disable(MM)1-1-4
Phases In Use	Phase	Phase	Timing Phase	Backup	Phase	Must Gap with Phase	Phase
1							
2							
4							
5							
6							
8							

Load Switch Assignments (MMU Channel) (MM)1-3

Phase	Overlap	Type	Dim				Auto		Flash Together
			R	Y	G	D	R	Y	
1	1	V				+	Yes		
2	2	V				+	Yes		Yes
3	3	V				+	Yes		
4	4	V				+	Yes		Yes
5	5	V				-	Yes		

6	6	V				-	Yes		Yes
7	7	V				-	Yes		
8	8	V				-	Yes		Yes
9	2	P				+			
10	4	P				+			
11	6	P				-			
12	8	P				-			
13	1	O				+	Yes		
14	2	O				-	Yes		Yes
15	3	O				+	Yes		
16	4	O				-	Yes		Yes

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

Bus Interface Terminal/Facilities

BIU	Term and Facility Enable	Detector Rack Enable
1	Yes	Yes
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: No
MMU To CU SDLC External Start: Enabled
Diagonstics (Test Fixture) Enable: No

Secondary To Secondary Addressing

ID	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Secondary To Secondary Addressing MMU: No
Secondary To Secondary Addressing Diagonstics: No

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**
1	5
1	6
1	11
1	13
2	5
2	6
2	9
2	11
2	14
3	7
3	8
3	12
3	15
4	7
4	8
4	10
4	12
4	16
5	9
5	13
5	14
6	9
6	11
6	13
6	14
7	10
7	15
7	16
8	10
8	12
8	15
8	16
9	11
9	14
10	12
10	16
11	13
11	14
12	15
12	16

Color Check Enable (MM)1-4-3
Enable Color Check: No

Color Check Enable

MMU Channel	Green	Yellow	Red
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	Yes
5	Yes	Yes	Yes
6	Yes	Yes	Yes
7	Yes	Yes	Yes
8	Yes	Yes	Yes
9	Yes	Yes	Yes
10	Yes	Yes	Yes
11	Yes	Yes	Yes

12	Yes	Yes	Yes
13	Yes	Yes	Yes
14	Yes	Yes	Yes
15	Yes	Yes	Yes
16	Yes	Yes	Yes

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP: 10.151.117.222
Subnet Mask: 255.255.254.0
Default Gateway IP: 10.151.116.1
Server IP: 10.148.3.231

NTCIP Parameters (MM)1-5-5

Backup Time: 0
UDP Port: 501
Ethernet Priority: 1
Port 2 Priority: 4
Port 3A Priority: 2
Port 3B Priority: 3

Note for 2070: Port 2 is C50S, Port 3A is C21S, and Port 3B is C22S

Port Configuration (MM)1-5-2 to 1-5-4

Port	Protocol	Enable	Data Rate	Data Parity Stop	Modem Setup String	User String	Comm Port Address	System Detector 9-1	Telemetry Response Delay	Duplex Half/Full	Flow Control	AB3418 NTCIP Group Address	AB3418 NTCIP Single Flag Enable	RTS to CTS Delay	RTS Turn Off Delay	Droupout Time	Early RTS	FSK Hardware
2	Terminal	No	9600	8 N 1	None		0	0	0.0	Half	Yes	0	No	0.0	0.0	10	No	Yes
3A	NTCIP	Yes	9600	8 N 1	None		1	0	0.0	Full	No	0	No	0.0	0.0	10	No	Yes
3B	ECPIP	No	1200	8 N 1	None		0	0	0.9	Full	Yes	0	No	14.0	2.0	10	No	Yes

ECPIP Parameters (MM)1-5-6

Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

City of Dripping Springs - US 290 @ Bell Springs 13815

Configuration Logging/Display

Enable Event Logs (MM)1-6-1 **Alarm Logs (MM)1-6-1** **Display Options (MM)1-7-2**

Critical RFE's:	Yes	Enabled: 12345678910111213141516	Key Click Enable: No
3 Critical RFE's in 24 Hours:	Yes		Backlight Enable: Yes
MMU Flash Faults:	Yes		
Local Flash Faults:	Yes		
Non-Critical RFE's (Det/Test):	Yes		
Detector Errors:	Yes		
Coordination Errors:	Yes		
Controller Download:	Yes		
Preempt:	Yes		
TSP:	Yes		
Power On/Off:	Yes		
Low Battery:	Yes		
Access:	Yes		
Data Change:	Yes		

Logic Processor Page 1

Statement Control (MM)1-8-1

LP	Statement Control

City of Dripping Springs - US 290 @ Bell Springs 13815

Logic Processor Page 2

Logic Statements (MM)1-8-2

City of Dripping Springs - US 290 @ Bell Springs 13815

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	7	7	0	7	7	7	0	7	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	45	0	20	15	45	0	20	35	35	35	35	35	35	35	35
Max 2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	0.0	4.0	5.0	5.0	0.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 4

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

Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0.0

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Modifier	Ped Protect	Not Overlap	Lag X Phase	Lag 2 Phase	Flash Green

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	0	0	0	3.0	0.0	0
B02	0	0	0	3.0	0.0	0
C03	0	0	0	3.0	0.0	0
D04	0	0	0	3.0	0.0	0
E05	0	0	0	3.0	0.0	0
F06	0	0	0	3.0	0.0	0

G07	0	0	0	3.0	0.0	0
H08	0	0	0	3.0	0.0	0
I09	0	0	0	3.0	0.0	0
J10	0	0	0	3.0	0.0	0
K11	0	0	0	3.0	0.0	0
L12	0	0	0	3.0	0.0	0
M13	0	0	0	3.0	0.0	0
N14	0	0	0	3.0	0.0	0
O15	0	0	0	3.0	0.0	0
P16	0	0	0	3.0	0.0	0

Controller Pedestrian Overlaps

Pedestrian Overlaps (MM) 2-3	
Included Phase	**Ped Overlap**

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Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap
A
B
C
D

Flash > Mon: No
Flash Time: 0
All Red: 6
Power Start Sequence: 1

Automatic Flash

Entry Phase
4
8

Exit Phase
2
6

Overlap Exit
A

B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

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Controller Options

Controller Options (MM)2-6-1

Phase	Flashing Green Phase	Guaranteed Passage	Non Act 1	Non Act 2	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGRN + Veh Ext
2	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No
4	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No
6	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No
8	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8

Plan	Phase	Lock Detector	Vehicle Recall	Ped Recall	Max Recall	Soft Recall	No Rest	Al Calc
1	2	No	Yes	No	No	No	No	No
1	6	No	Yes	No	No	No	No	No
2	1	Yes	No	No	No	No	No	No
2	2	Yes	No	No	No	No	No	No
2	3	Yes	No	No	No	No	No	No
2	4	Yes	No	No	No	No	No	No
2	5	Yes	No	No	No	No	No	No
2	6	Yes	No	No	No	No	No	No
2	7	Yes	No	No	No	No	No	No
2	8	Yes	No	No	No	No	No	No
2	9	Yes	No	No	No	No	No	No
2	10	Yes	No	No	No	No	No	No
2	11	Yes	No	No	No	No	No	No
2	12	Yes	No	No	No	No	No	No
2	13	Yes	No	No	No	No	No	No

2	14	Yes	No	No	No	No	No	No
2	15	Yes	No	No	No	No	No	No
2	16	Yes	No	No	No	No	No	No
3	1	Yes	No	No	No	No	No	No
3	2	Yes	No	No	No	No	No	No
3	3	Yes	No	No	No	No	No	No
3	4	Yes	No	No	No	No	No	No
3	5	Yes	No	No	No	No	No	No
3	6	Yes	No	No	No	No	No	No
3	7	Yes	No	No	No	No	No	No
3	8	Yes	No	No	No	No	No	No
3	9	Yes	No	No	No	No	No	No
3	10	Yes	No	No	No	No	No	No
3	11	Yes	No	No	No	No	No	No
3	12	Yes	No	No	No	No	No	No
3	13	Yes	No	No	No	No	No	No
3	14	Yes	No	No	No	No	No	No
3	15	Yes	No	No	No	No	No	No
3	16	Yes	No	No	No	No	No	No
4	1	Yes	No	No	No	No	No	No
4	2	Yes	No	No	No	No	No	No
4	3	Yes	No	No	No	No	No	No
4	4	Yes	No	No	No	No	No	No
4	5	Yes	No	No	No	No	No	No
4	6	Yes	No	No	No	No	No	No
4	7	Yes	No	No	No	No	No	No
4	8	Yes	No	No	No	No	No	No
4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

Coordination Options

Coordination Options (MM)3-1

Manual Pattern: Auto
ECPI Coord: Yes
System Source: SYS
System Format: PTN
Splits In: Seconds
Offsets In: Seconds
Transition: Smooth
Max Select: MAXINH

Dwell/Add Time: 0
Dly Coord Wz-Lz: No
Force Off: Float
Offset Reference: Lead
Use Ped Time: No
Ped Recall: No
Ped Resv: No
Local Zero Ovrd: No
Fo Add Ini Green: No
Re-sync Count: 0
Multisync: No

Split Demand (MM)3-5

Demand 1	Demand 2
Phase	Phase

Demand	Detector	Call Time	Cycle Count

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

Phase	Min Green

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Coordination Pattern Data

Pattern Data (MM)3-2

Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Splits In	Offsets In	Actuated Coord

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	XArt Pattern	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	Ring Displ 2	Ring Displ 3	Ring Displ 4

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2

Special Functions

Pattern	Function	Output

Split Pattern Data (MM)3-3

Coord Phases

Split Pattern	Phase	Split

Split/Modes

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

1	Coord		X				X										
2	Coord		X				X										
3	Coord		X				X										
4	Coord		X				X										

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Preemptor Preempt Plan (MM)4-1

Preempt Phases

Preempt	Phase	Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function

Preempt Overlaps

Preempt	Overlap	Track Clear	Enable Trailing	Dwell Overlap	Cycling Overlap

Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	No	Yes	No	Yes	0	0	Yes	0	No
2	No	Yes	No	Yes	0	0	Yes	0	No
3	No	Yes	No	Yes	0	0	Yes	0	No
4	No	Yes	No	Yes	0	0	Yes	0	No
5	No	Yes	No	Yes	0	0	Yes	0	No
6	No	Yes	No	Yes	0	0	Yes	0	No
7	No	Yes	No	Yes	0	0	Yes	0	No
8	No	Yes	No	Yes	0	0	Yes	0	No
9	No	Yes	No	Yes	0	0	Yes	0	No
10	No	Yes	No	Yes	0	0	Yes	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord
1	No	No	No	No	No	Off	0	Red	No
2	No	No	No	No	No	Off	0	Green	No
3	No	No	No	No	No	Off	0	Green	No
4	No	No	No	No	No	Off	0	Green	No
5	No	No	No	No	No	Off	0	Green	No
6	No	No	No	No	No	Off	0	Green	No
7	No	No	No	No	No	Off	0	Green	No
8	No	No	No	No	No	Off	0	Green	No
9	No	No	No	No	No	Off	0	Green	No
10	No	No	No	No	No	Off	0	Green	No

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No

5	0	0	No	No	No	No
6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	255	5	4.0	1.0	0	0	0	4.0	1.0
2	0	255	5	4.0	1.0	0	0	0	4.0	1.0
3	0	255	5	4.0	1.0	0	0	0	4.0	1.0
4	0	255	5	4.0	1.0	0	0	0	4.0	1.0
5	0	255	5	4.0	1.0	0	0	0	4.0	1.0
6	0	255	5	4.0	1.0	0	0	0	4.0	1.0
7	0	255	5	4.0	1.0	0	0	0	4.0	1.0
8	0	255	5	4.0	1.0	0	0	0	4.0	1.0
9	0	255	5	4.0	1.0	0	0	0	4.0	1.0
10	0	255	5	4.0	1.0	0	0	0	4.0	1.0

Preempt	Min Dwell Time	Extend Preempt Input Time	Max Preempt Call Time	Exit Yellow Time	Exit Red Time	Preempt Active Out	Preempt Active Dwell	Other Priority Preempt	Non-Priority Preempt
1	0	0.0	0	4.0	1.0	On	No	Off	Off
2	0	0.0	0	4.0	1.0	On	No	Off	Off
3	0	0.0	0	4.0	1.0	On	No	Off	Off
4	0	0.0	0	4.0	1.0	On	No	Off	Off
5	0	0.0	0	4.0	1.0	On	No	Off	Off
6	0	0.0	0	4.0	1.0	On	No	Off	Off
7	0	0.0	0	4.0	1.0	On	No	Off	Off
8	0	0.0	0	4.0	1.0	On	No	Off	Off
9	0	0.0	0	4.0	1.0	On	No	Off	Off
10	0	0.0	0	4.0	1.0	On	No	Off	Off

Preemptor Preempt Filtering

Enable Preempt Filtering and TSP/SCP (MM)4-2		
Input	**Solid**	**Pulsing**
3	Preemption -3	Preemption -7
4	Preemption -4	Preemption -8
5	Preemption -5	Preemption -9
6	Preemption -6	Preemption -10

City of Dripping Springs - US 290 @ Bell Springs 13815

Time Base Clock/Calendar

Clock/Calendar Options (MM)5-1

Enable Action Plan: 0
Sync Reference Time: 12:00 AM
Sync Reference: Reference Time
Day Light Savings: USDLS
Time Reset Input Set Time: 3:30:00
Standard Time From GMT: 0

City of Dripping Springs - US 290 @ Bell Springs 13815

Time Base Action Plan

Action Plan (MM)5-2

Plan	Pattern	Veh Det Plan	Flash	Red Reset	Controller Seq	Timing Plan	System Override	Detector Log	Veh Det Diag Plan	Ped Det Diag Plan	Dimming Enable
1	1	0	No	No	0	0	No	None	0	0	No
2	2	0	No	No	0	0	No	None	0	0	No
3	3	0	No	No	0	0	No	None	0	0	No
4	4	0	No	No	0	0	No	None	0	0	No
99	255 - FLSH	0	Yes	No	0	0	No	None	0	0	No
100	254 - FREE	0	No	No	0	0	No	None	0	0	No

Action Plan Phases

Plan	Phase	Red Rcl	Walk 2	Vex 2	Veh Rcl	Max Rcl	Max 2	Max 3	CS Inhibit	Omit

Acion Plan Special Functions

Plan	Function

Action Plan Auxiliary Functions

Plan	Function

Logic Statement Control

Plan	LP	Statement Control

City of Dripping Springs - US 290 @ Bell Springs 13815

Time Base Day Plan/Schedule

Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month
1	1	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Mon, Tues, Wed, Thurs, Fri	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
2	2	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Sun, Sat	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
3	3	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Sun	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

Time Base Exceptions

Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0

24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called

Vehicle Detector Setup (MM)6-2 continued

Detector Number	ECPI	TS2 Detector	Detector Description
5	2	Yes	
6	2	Yes	
9	2	Yes	
10	2	Yes	
25	1	Yes	
26	6	Yes	
27	6	Yes	
28	6	Yes	
29	6	Yes	
30	6	Yes	
31	6	Yes	
32	6	Yes	
33	6	Yes	
34	6	Yes	
35	6	Yes	
36	6	Yes	
37	6	Yes	
38	6	Yes	
39	6	Yes	
40	6	Yes	
41	6	Yes	
42	6	Yes	
43	6	Yes	
44	6	Yes	
45	6	Yes	

46	6	Yes	
47	6	Yes	
48	6	Yes	
49	6	Yes	
50	6	Yes	
51	6	Yes	
52	6	Yes	
53	6	Yes	
54	6	Yes	
55	6	Yes	
56	6	Yes	
57	6	Yes	
58	6	Yes	
59	6	Yes	
60	6	Yes	
61	6	Yes	
62	6	Yes	
63	6	Yes	
64	6	Yes	

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Vehicle Plan	Assigned Phase	Switch Phase	Extend Time	Delay Time	Queue Limit	Yellow Lock	Added Option	Call Option	Passage Option	Queue Option	NTCIP Occupancy	NTCIP Volume	EC Lo
1	1	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
1	2	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
1	3	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
1	4	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	2	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	3	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
2	4	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	2	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	3	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
3	4	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	2	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	3	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
4	4	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	1	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	2	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	3	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
5	4	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	2	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	3	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
6	4	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	1	1	0	0.0	8.0	0	No	No	Yes	Yes	No	No	No	No
7	2	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	3	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
7	4	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
8	1	5	0	0.0	8.0	0	No	No	Yes	Yes	No	No	No	No
8	2	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
8	3	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
8	4	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	1	4	0	0.0	10.0	0	No	No	Yes	Yes	No	No	No	No
9	2	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	3	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
9	4	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	1	8	0	0.0	10.0	0	No	No	Yes	Yes	No	No	No	No

10	2	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	3	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
10	4	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	2	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	3	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
11	4	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	2	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	3	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
12	4	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	2	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	3	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
13	4	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	2	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	3	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
14	4	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
15	2	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
15	3	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
15	4	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	2	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	3	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No
16	4	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No

Ped and System Detector Options (MM)6-4

Phase Ped Detector

Local Ped Detector	Number
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Local System Detector

Local System Detector	Number

Log - Speed Detector Setup (MM)6-5

NTCIP Log Period: 60 ECPI Log Period: TBAP Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0

1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0
1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0

2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0
2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0
2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0

2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0
3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0
3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0
3	42	0	0	0	1	255	0

3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0

4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-7

Plan	Detector	Counts	Act	Pres	Multiplier

Configuration Phase Sequence Page 1

Phase Ring (MM)1-1-1

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

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence	Ring	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Barrier Mode	B		B		B		B		B							
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
6	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
6	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
7	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
7	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
8	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
8	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
10	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
10	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
11	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
11	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
12	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
12	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
14	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
14	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
15	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
15	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
16	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
16	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0

Phase Compatibility (MM)1-1-2

Phase 1	Phase 2
1	5
1	6

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

Phase Direction Descriptions

Phase	Description

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1
Enable CRC Check: No
CRC: 0000
Request Download Program Data: No
Enable Automatic Backup to Datakey: Yes

Configuration Phase Sequence Page 2

In Use(MM)1-2
Phases In Use
1
2
4
6
8

Exclusive Ped(MM)1-2
Phase

Backup Prevent(MM)1-1-3		
Phase	Timing Phase	Backup
1	2	Yes

Simultaneous Gap(MM)1-1-4	
Phase	Must Gap with Phase

Disable(MM)1-1-4
Phase

Load Switch Assignments (MMU Channel) (MM)1-3

Phase	Overlap	Type	Dim				Auto		Flash Together
			R	Y	G	D	R	Y	
1	1	V				+	Yes		
2	2	V				+		Yes	Yes
3	3	V				+	Yes		
4	4	V				+	Yes		Yes
5	5	V				-	Yes		
6	6	V				-		Yes	Yes

7	7	V				-	Yes		
8	8	V				-	Yes		Yes
9	2	P				+			
10	4	P				+			
11	6	P				-			
12	8	P				-			
13	1	O				+	Yes		
14	2	O				-		Yes	Yes
15	3	O				+	Yes		
16	4	O				-	Yes		Yes

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

Bus Interface Terminal/Facilities

BIU	Term and Facility Enable	Detector Rack Enable
1	Yes	Yes
2	Yes	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: No
MMU To CU SDLC External Start: Enabled
Diagonstics (Test Fixture) Enable: No

Secondary To Secondary Addressing

ID	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Secondary To Secondary Addressing MMU: No
Secondary To Secondary Addressing Diagonstics: No

MMU Program (MM)1-4-2

Channel Can Serve with Channel

Channel 1	Channel 2
1	5
1	6
1	11
1	14
2	5
2	6
2	9
2	11
2	14
3	7
3	8
3	12
4	7
4	8
4	10
4	12
5	9
6	9
6	11
6	14
7	10
8	10
8	12
9	11
9	14
10	12

Color Check Enable (MM)1-4-3
Enable Color Check: No

Color Check Enable

MMU Channel	Green	Yellow	Red
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	Yes
5	Yes	Yes	Yes
6	Yes	Yes	Yes
7	Yes	Yes	Yes
8	Yes	Yes	Yes
9	Yes	Yes	Yes
10	Yes	Yes	Yes
11	Yes	Yes	Yes
12	Yes	Yes	Yes
13	Yes	Yes	Yes
14	Yes	Yes	Yes
15	Yes	Yes	Yes
16	Yes	Yes	Yes

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP:	10.151.117.225
Subnet Mask:	255.255.254.0
Default Gateway IP:	10.151.116.1
Server IP:	10.148.3.231

NTCIP Parameters (MM)1-5-5

Backup Time:	0
UDP Port:	501
Ethernet Priority:	1
Port 2 Priority:	4
Port 3A Priority:	2
Port 3B Priority:	3

Note for 2070: Port 2 is C50S, Port 3A is C21S, and Port 3B is C22S

Port Configuration (MM)1-5-2 to 1-5-4

Port	Protocol	Enable	Data Rate	Data Parity Stop	Modem Setup String	User String	Comm Port Address	System Detector 9-1	Telemetry Response Delay	Duplex Half/Full	Flow Control	AB3418 NTCIP Group Address	AB3418 NTCIP Single Flag Enable	RTS to CTS Delay	RTS Turn Off Delay	Droupout Time	Early RTS	FSK Hardware
2	Terminal	No	9600	8 N 1	None		0	0	0.0	Half	Yes	0	No	0.0	0.0	10	No	Yes
3A	NTCIP	Yes	9600	8 N 1	None		1	0	0.0	Full	No	0	No	0.0	0.0	10	No	Yes
3B	ECPIP	No	1200	8 N 1	None		0	0	0.9	Full	Yes	0	No	14.0	2.0	10	No	Yes

ECPIP Parameters (MM)1-5-6

Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

City of Dripping Springs - US 290 @ Sportsplex 13815

Configuration Logging/Display

Enable Event Logs (MM)1-6-1

Critical RFE's:	Yes
3 Critical RFE's in 24 Hours:	Yes
MMU Flash Faults:	Yes
Local Flash Faults:	Yes
Non-Critical RFE's (Det/Test):	Yes
Detector Errors:	Yes
Coordination Errors:	Yes
Controller Download:	Yes
Preempt:	Yes
TSP:	Yes
Power On/Off:	Yes
Low Battery:	Yes
Access:	Yes
Data Change:	Yes

Alarm Logs (MM)1-6-1

Enabled: 12345678910111213141516

Display Options (MM)1-7-2

Key Click Enable: No
Backlight Enable: Yes

City of Dripping Springs - US 290 @ Sportsplex 13815

Logic Processor Page 1

Statement Control (MM)1-8-1	
LP	**Statement Control**

City of Dripping Springs - US 290 @ Sportsplex 13815

Logic Processor Page 2

Logic Statements (MM)1-8-2

City of Dripping Springs - US 290 @ Sportsplex 13815

Controller Timing Plan (MM)2-1

Plan 1																
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	7	20	0	10	0	20	0	10	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	10	0	7	0	7	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	10	0	15	0	10	0	15	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	25	50	0	30	0	50	0	30	0	0	0	0	0	0	0	0
Max 2	0	0	0	30	0	0	0	0	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	7	20	0	10	0	20	0	10	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	10	0	7	0	7	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	10	0	15	0	10	0	15	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	2.0	2.0	4.0	2.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	25	50	0	30	0	50	0	30	0	0	0	0	0	0	0	0
Max 2	0	0	0	30	0	0	0	0	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Plan 4

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Modifier	Ped Protect	Not Overlap	Lag X Phase	Lag 2 Phase	Flash Green
A	9	Yes	No	No	No	No	No	No	0
B	6	Yes	No	No	No	No	No	No	0

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	0	0	0	3.0	0.0	0
B02	0	0	0	3.0	0.0	0
C03	0	0	0	3.0	0.0	0
D04	0	0	0	3.0	0.0	0
E05	0	0	0	3.0	0.0	0
F06	0	0	0	3.0	0.0	0
G07	0	0	0	3.0	0.0	0
H08	0	0	0	3.0	0.0	0
I09	0	0	0	3.0	0.0	0
J10	0	0	0	3.0	0.0	0
K11	0	0	0	3.0	0.0	0
L12	0	0	0	3.0	0.0	0
M13	0	0	0	3.0	0.0	0
N14	0	0	0	3.0	0.0	0
O15	0	0	0	3.0	0.0	0
P16	0	0	0	3.0	0.0	0

Controller Pedestrian Overlaps

Pedestrian Overlaps (MM) 2-3	
Included Phase	**Ped Overlap**

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Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap
A
B
C
D

Flash > Mon: No
Flash Time: 0
All Red: 6
Power Start Sequence: 1

Automatic Flash

Entry Phase
4
8

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

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Controller Options

Controller Options (MM)2-6-1

Phase	Flashing Green Phase	Guaranteed Passage	Non Act 1	Non Act 2	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGRN + Veh Ext
2	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No
4	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No
6	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No
8	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8

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

4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

Coordination Options

Coordination Options (MM)3-1

Manual Pattern: Auto
ECPI Coord: Yes
System Source: SYS
System Format: PTN
Splits In: Seconds
Offsets In: Seconds
Transition: Smooth
Max Select: MAXINH
Dwell/Add Time: 0
Dly Coord Wz-Lz: No
Force Off: Float
Offset Reference: Lead
Use Ped Time: No
Ped Recall: No
Ped Resv: No
Local Zero Ovrd: No
Fo Add Ini Green: No
Re-sync Count: 0
Multisync: No

Split Demand (MM)3-5

Demand 1	Demand 2
Phase	Phase

Demand	Detector	Call Time	Cycle Count

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

Phase	Min Green

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Coordination Pattern Data

Pattern Data (MM)3-2

Pattern	Split	TS2	Cycle	Std(COS)	Offset	Splits In	Offsets In	Actuated

	Pattern				Value			Coord
1	1	0-1	110	111	30	Seconds	Seconds	No
2	2	0-2	110	111	30	Seconds	Seconds	No
3	3	0-3	100	111	30	Seconds	Seconds	No
4	4	1-1	90	111	25	Seconds	Seconds	No
5	5	1-2	100	111	25	Seconds	Seconds	No
6	6	1-3	110	112	25	Seconds	Seconds	No
12	12	3-3	110	111	30	Seconds	Seconds	No

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	XArt Pattern	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3
1	2	No	0	No	0	0	0	0	0
2	0	No	0	No	0	0	0	0	0
3	0	No	0	No	0	0	0	0	0
4	0	No	0	No	0	0	0	0	0
5	0	No	0	No	0	0	0	0	0
6	0	No	0	No	0	0	0	0	0
12	2	No	0	No	0	0	0	0	0

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	Ring Displ 2	Ring Displ 3	Ring Displ 4
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2

Special Functions

Pattern	Function	Output

Split Pattern Data (MM)3-3

Coord Phases

Split Pattern	Phase	Split
1	1	25
1	2	55
1	4	30
1	6	80
1	8	30
2	1	20

Split/Modes

Split Pattern	Mode	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Coord		X				X										
2	Coord		X				X										
3	Coord		X				X										
4	Coord		X				X										
5	Coord		X				X										
6	Coord		X				X										

2	2	50
2	4	40
2	6	70
2	8	40
3	1	15
3	2	60
3	4	25
3	6	75
3	8	25
4	1	15
4	2	55
4	4	20
4	6	70
4	8	20
5	1	15
5	2	40
5	4	45
5	6	55
5	8	45
6	1	30
6	2	45
6	4	35
6	6	75
6	8	35
12	1	20
12	2	46
12	4	44
12	6	66
12	8	44

12	Coord		X				X									

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Preemptor Preempt Plan (MM)4-1

Preempt Phases

Preempt	Phase	Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function

Preempt Overlaps

Preempt	Overlap	Track Clear	Enable Trailing	Dwell Overlap	Cycling Overlap

Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	No	Yes	No	Yes	0	0	Yes	0	No
2	No	Yes	No	Yes	0	0	Yes	0	No

3	No	Yes	No	Yes	0	0	Yes	0	No
4	No	Yes	No	Yes	0	0	Yes	0	No
5	No	Yes	No	Yes	0	0	Yes	0	No
6	No	Yes	No	Yes	0	0	Yes	0	No
7	No	Yes	No	Yes	0	0	Yes	0	No
8	No	Yes	No	Yes	0	0	Yes	0	No
9	No	Yes	No	Yes	0	0	Yes	0	No
10	No	Yes	No	Yes	0	0	Yes	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord
1	No	No	No	No	No	Off	0	Red	No
2	No	No	No	No	No	Off	0	Green	No
3	No	No	No	No	No	Off	0	Green	No
4	No	No	No	No	No	Off	0	Green	No
5	No	No	No	No	No	Off	0	Green	No
6	No	No	No	No	No	Off	0	Green	No
7	No	No	No	No	No	Off	0	Green	No
8	No	No	No	No	No	Off	0	Green	No
9	No	No	No	No	No	Off	0	Green	No
10	No	No	No	No	No	Off	0	Green	No

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No
5	0	0	No	No	No	No
6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	255	5	4.0	1.0	0	0	0	4.0	1.0
2	0	255	5	4.0	1.0	0	0	0	4.0	1.0
3	0	255	5	4.0	1.0	0	0	0	4.0	1.0
4	0	255	5	4.0	1.0	0	0	0	4.0	1.0
5	0	255	5	4.0	1.0	0	0	0	4.0	1.0
6	0	255	5	4.0	1.0	0	0	0	4.0	1.0
7	0	255	5	4.0	1.0	0	0	0	4.0	1.0
8	0	255	5	4.0	1.0	0	0	0	4.0	1.0
9	0	255	5	4.0	1.0	0	0	0	4.0	1.0
10	0	255	5	4.0	1.0	0	0	0	4.0	1.0

Preempt	Min Dwell Time	Extend Preempt Input Time	Max Preempt Call Time	Exit Yellow Time	Exit Red Time	Preempt Active Out	Preempt Active Dwell	Other Priority Preempt	Non-Priority Preempt
1	0	0.0	0	4.0	1.0	On	No	Off	Off
2	0	0.0	0	4.0	1.0	On	No	Off	Off
3	0	0.0	0	4.0	1.0	On	No	Off	Off
4	0	0.0	0	4.0	1.0	On	No	Off	Off
5	0	0.0	0	4.0	1.0	On	No	Off	Off
6	0	0.0	0	4.0	1.0	On	No	Off	Off

7	0	0.0	0	4.0	1.0	On	No	Off	Off
8	0	0.0	0	4.0	1.0	On	No	Off	Off
9	0	0.0	0	4.0	1.0	On	No	Off	Off
10	0	0.0	0	4.0	1.0	On	No	Off	Off

Preemptor Preempt Filtering

Enable Preempt Filtering and TSP/SCP (MM)4-2

Input	Solid	Pulsing
3	Preemption -3	Preemption -7
4	Preemption -4	Preemption -8
5	Preemption -5	Preemption -9
6	Preemption -6	Preemption -10

Time Base Clock/Calendar

Clock/Calendar Options (MM)5-1

Enable Action Plan: 0
Sync Reference Time: 12:00 AM
Sync Reference: Reference Time
Day Light Savings: USDLS
Time Reset Input Set Time: 3:30:00
Standard Time From GMT: 0

Time Base Action Plan

Action Plan (MM)5-2

Plan	Pattern	Veh Det Plan	Flash	Red Reset	Controller Seq	Timing Plan	System Override	Detector Log	Veh Det Diag Plan	Ped Det Diag Plan	Dimming Enable
1	1	0	No	No	0	2	No	None	0	0	No
2	2	0	No	No	0	0	No	None	0	0	No
3	3	0	No	No	0	0	No	None	0	0	No
4	4	0	No	No	0	0	No	None	0	0	No
5	5	0	No	No	0	0	No	None	0	0	No
6	1	0	No	No	0	0	No	None	0	0	No
12	12	0	No	No	0	2	No	None	0	0	No

99	255 - FLSH	0	Yes	No	0	0	No	None	0	0	No
100	254 - FREE	0	No	No	0	0	No	None	0	0	No

Action Plan Phases

Plan	Phase	Red Rcl	Walk 2	Vex 2	Veh Rcl	Max Rcl	Max 2	Max 3	CS Inhibit	Omit

Acion Plan Special Functions

Plan	Function

Action Plan Auxiliary Functions

Plan	Function

Logic Statement Control

Plan	LP	Statement Control

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Time Base Day Plan/Schedule

Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	1	99	12:00 AM
1	2	1	6:00 AM
1	3	3	9:00 AM
1	4	2	3:00 PM
1	5	4	7:00 PM
1	6	100	9:00 PM
1	7	99	10:00 PM
1	8	12	4:30 PM
1	9	2	4:45 PM
2	1	99	12:00 AM
2	2	100	6:00 AM
2	3	4	7:00 AM
2	4	3	11:00 AM
2	5	4	6:00 PM
2	6	100	9:00 PM
2	7	99	10:00 PM

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month
1	1	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Mon, Tues, Wed, Thurs, Fri	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
2	2	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Sun, Sat	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24,

				25, 26, 27, 28, 29, 30, 31
3	3	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec		1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

City of Dripping Springs - US 290 @ Sportsplex 13815

Time Base Exceptions

Exception Day Program (MM)5-5					
Day	**Fixed/Float**	**Month**	**Day of Week/Month**	**Week of Month/Year**	**Day Plan**
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0

35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called

Vehicle Detector Setup (MM)6-2 continued

Detector Number	ECPI	TS2 Detector	Detector Description
25	1	Yes	
26	6	Yes	
27	6	Yes	
28	6	Yes	
29	6	Yes	
30	6	Yes	
31	6	Yes	
32	6	Yes	
33	6	Yes	
34	6	Yes	
35	6	Yes	
36	6	Yes	
37	6	Yes	
38	6	Yes	
39	6	Yes	
40	6	Yes	
41	6	Yes	
42	6	Yes	
43	6	Yes	
44	6	Yes	
45	6	Yes	
46	6	Yes	
47	6	Yes	
48	6	Yes	
49	6	Yes	
50	6	Yes	
51	6	Yes	
52	6	Yes	
53	6	Yes	
54	6	Yes	
55	6	Yes	
56	6	Yes	
57	6	Yes	
58	6	Yes	
59	6	Yes	
60	6	Yes	
61	6	Yes	
62	6	Yes	
63	6	Yes	

64	6	Yes	

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Vehicle Plan	Assigned Phase	Switch Phase	Extend Time	Delay Time	Queue Limit	Yellow Lock	Added Option	Call Option	Passage Option	Queue Option	NTCIP Occupancy	NTCIP Volume	ECPI Log	
1	1	2	0	0.0	2.0	0	No	No	Yes	Yes	No	No	No	No	N
1	2	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
1	3	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
1	4	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	2	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	3	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
2	4	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
3	1	1	0	0.0	8.0	0	No	No	Yes	Yes	No	No	No	No	N
3	2	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
3	3	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
3	4	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
4	1	0	0	0.0	8.0	0	No	No	Yes	Yes	No	No	No	No	N
4	2	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
4	3	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
4	4	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	1	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	2	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	3	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
5	4	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	1	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	2	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	3	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
6	4	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
7	2	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
7	3	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
7	4	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
8	2	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
8	3	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
8	4	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
9	2	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
9	3	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
9	4	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
10	2	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
10	3	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
10	4	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
11	2	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
11	3	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
11	4	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
12	2	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
12	3	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
12	4	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
13	2	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
13	3	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
13	4	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
14	2	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
14	3	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
14	4	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
15	2	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
15	3	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
15	4	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
16	2	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N
16	3	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No	N

16	4	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No	No

Ped and System Detector Options (MM)6-4

Phase Ped Detector

Local Ped Detector	Number
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Local System Detector

Local System Detector	Number

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-5

NTCIP Log Period: 60 ECPI Log Period: TBAP Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No

13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0

1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0
1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0

2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0
2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0
2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0

3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0
3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0
3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0

3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0

4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-7					
Plan	**Detector**	**Counts**	**Act**	**Pres**	**Multiplier**

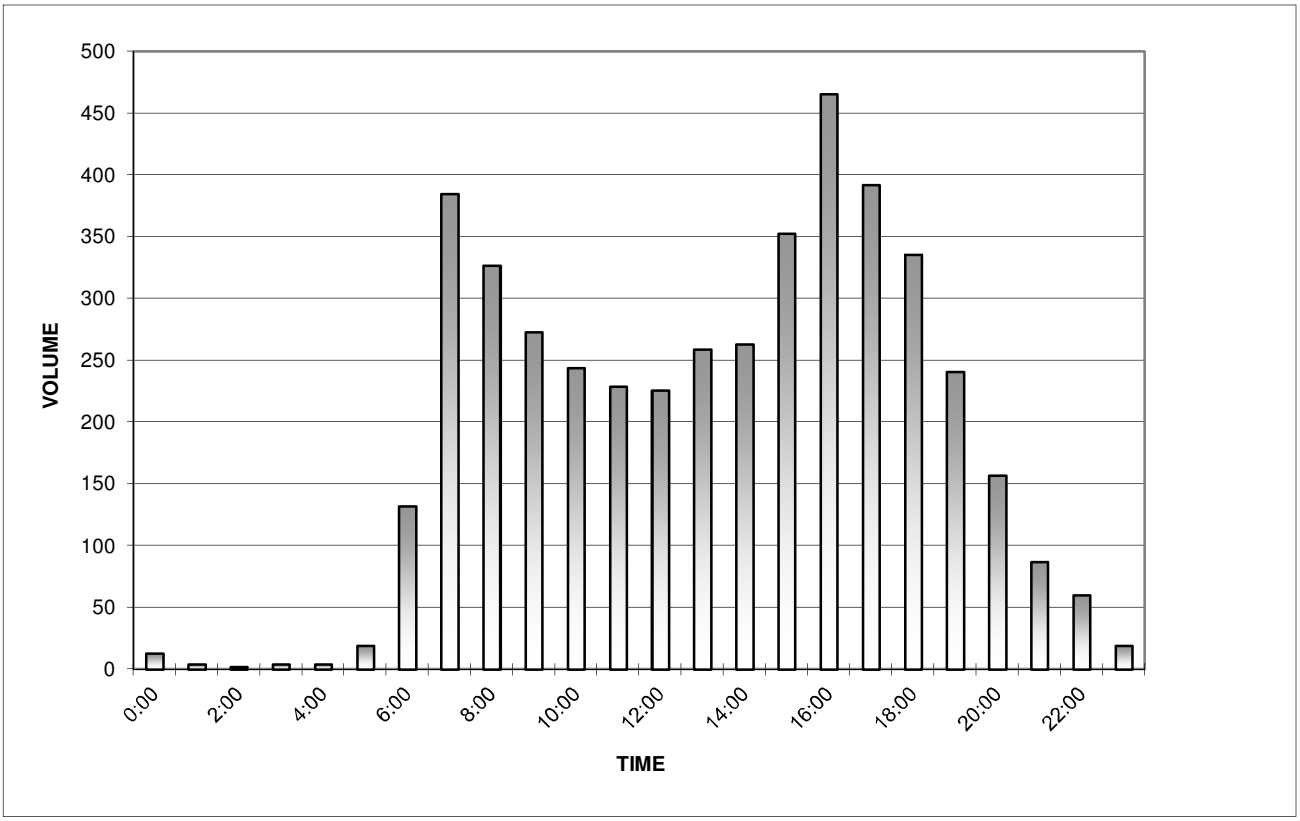
Traffic Volume Counts

Northbound RM 12 north of DS Ranch Rd

Date Began:
4/14/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	2	5	3	3	13
1:00	1	0	1	2	4
2:00	0	1	1	0	2
3:00	2	2	0	0	4
4:00	0	0	1	3	4
5:00	4	2	7	6	19
6:00	10	26	42	54	132
7:00	67	104	114	100	385
8:00	72	79	72	104	327
9:00	74	75	73	51	273
10:00	58	58	69	59	244
11:00	58	47	68	56	229
12:00	67	64	35	60	226
13:00	65	63	61	70	259
14:00	51	68	64	80	263
15:00	110	89	79	75	353
16:00	91	120	127	128	466
17:00	110	85	118	79	392
18:00	98	88	79	71	336
19:00	66	54	55	66	241
20:00	33	53	31	40	157
21:00	29	20	23	15	87
22:00	23	13	13	11	60
23:00	2	7	7	3	19
				TOTAL:	4495

The A.M. peak hour from 7:15 to 8:15 is 390
The P.M. peak hour from 16:15 to 17:15 is 485

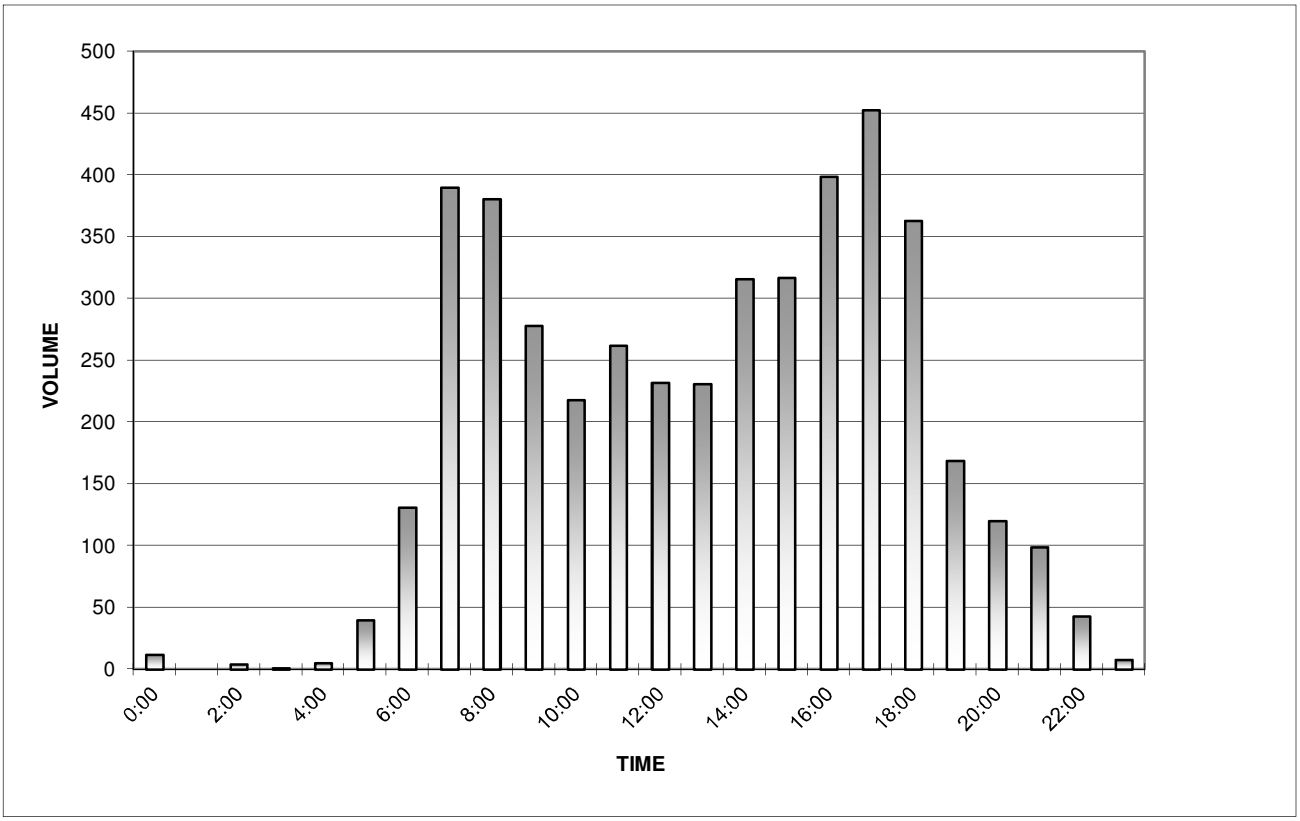


Southbound RM 12 north of DS Ranch Rd

Date Began:
4/14/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	2	5	1	4	12
1:00	0	0	0	0	0
2:00	0	3	0	1	4
3:00	1	0	0	0	1
4:00	0	1	1	3	5
5:00	7	8	12	13	40
6:00	23	26	35	47	131
7:00	74	92	138	86	390
8:00	98	117	93	73	381
9:00	59	64	74	81	278
10:00	43	57	55	63	218
11:00	50	74	76	62	262
12:00	58	52	59	63	232
13:00	50	54	60	67	231
14:00	62	83	81	90	316
15:00	78	65	84	90	317
16:00	116	88	91	104	399
17:00	113	111	125	104	453
18:00	115	82	85	81	363
19:00	58	47	32	32	169
20:00	48	28	23	21	120
21:00	40	22	18	19	99
22:00	18	13	5	7	43
23:00	5	2	0	1	8
				TOTAL:	4472

The A.M. peak hour from 7:30 to 8:30 is 439
The P.M. peak hour from 17:15 to 18:15 is 455

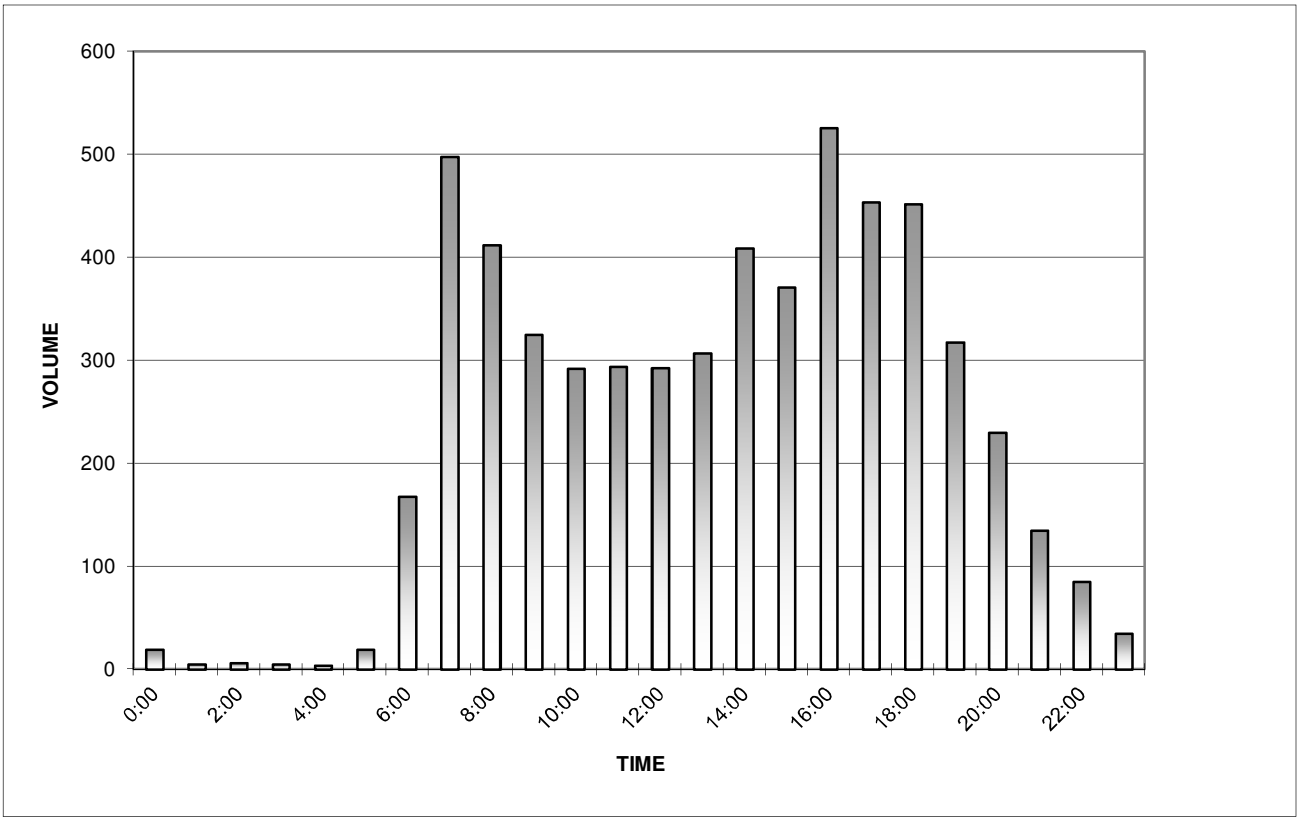


Northbound RM 12 south of Timberline Rd

Date Began:
4/14/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	7	8	1	3	19
1:00	1	0	2	2	5
2:00	0	4	0	2	6
3:00	2	2	1	0	5
4:00	0	0	1	3	4
5:00	4	3	8	4	19
6:00	15	22	54	77	168
7:00	88	163	157	90	498
8:00	87	92	110	123	412
9:00	79	97	77	72	325
10:00	72	71	78	71	292
11:00	67	74	72	81	294
12:00	81	76	64	72	293
13:00	73	72	83	79	307
14:00	70	117	89	133	409
15:00	94	90	88	99	371
16:00	122	140	119	145	526
17:00	123	108	133	90	454
18:00	123	116	110	103	452
19:00	94	82	73	69	318
20:00	52	70	49	59	230
21:00	47	27	33	28	135
22:00	27	21	19	18	85
23:00	5	12	11	7	35
				TOTAL:	5662

The A.M. peak hour from 7:00 to 8:00 is 498
The P.M. peak hour from 16:15 to 17:15 is 527

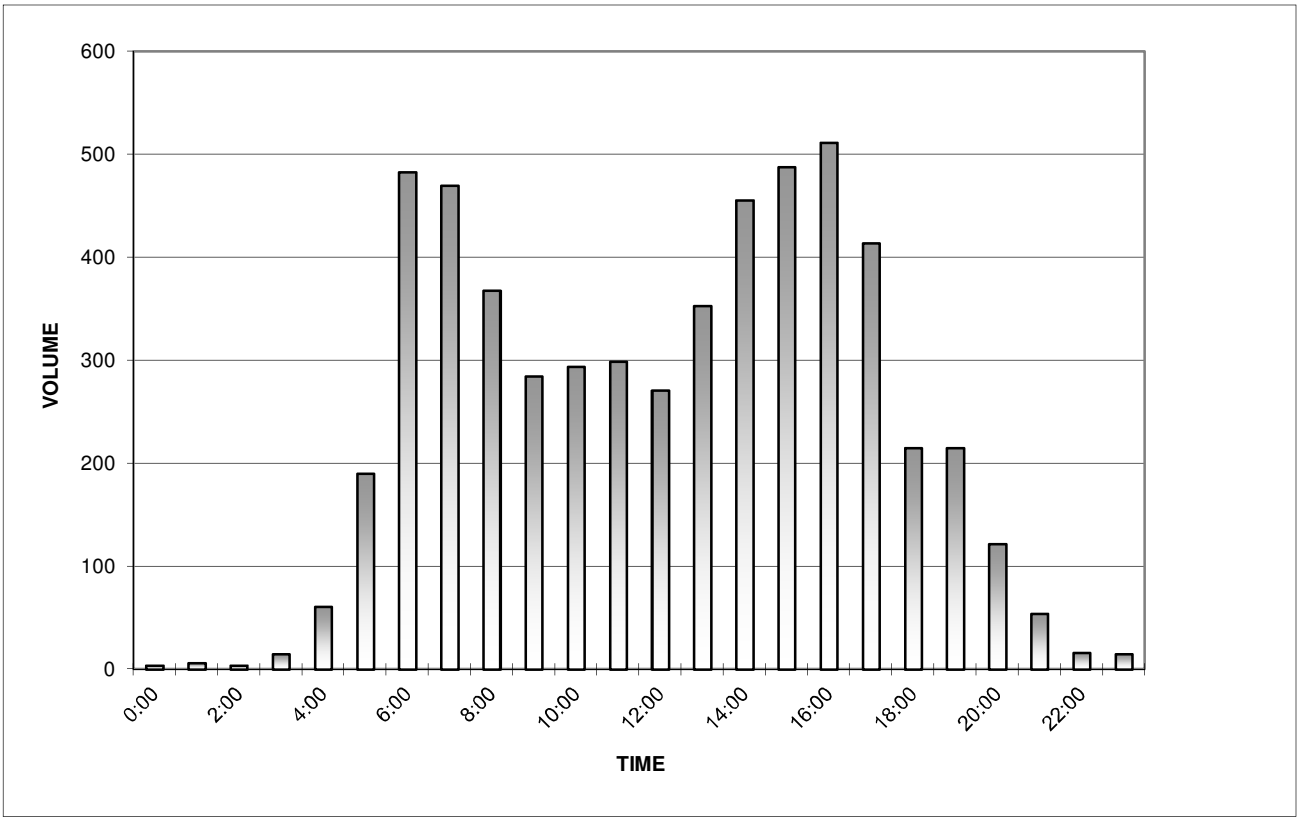


Southbound RM 12 south of Timberline Rd

Date Began:
4/14/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	2	1	0	1	4
1:00	0	4	1	1	6
2:00	0	2	1	1	4
3:00	0	3	3	9	15
4:00	10	12	17	22	61
5:00	35	43	53	59	190
6:00	91	101	151	140	483
7:00	104	128	121	117	470
8:00	90	92	90	96	368
9:00	69	79	73	64	285
10:00	64	81	79	70	294
11:00	80	61	76	82	299
12:00	66	71	65	69	271
13:00	69	85	114	85	353
14:00	122	109	105	120	456
15:00	114	132	108	134	488
16:00	132	127	131	122	512
17:00	117	99	94	104	414
18:00	81	53	37	44	215
19:00	55	55	64	41	215
20:00	51	31	19	21	122
21:00	17	15	10	12	54
22:00	5	9	0	2	16
23:00	5	4	4	2	15
				TOTAL:	5610

The A.M. peak hour from 6:30 to 7:30 is 523
The P.M. peak hour from 15:45 to 16:45 is 524

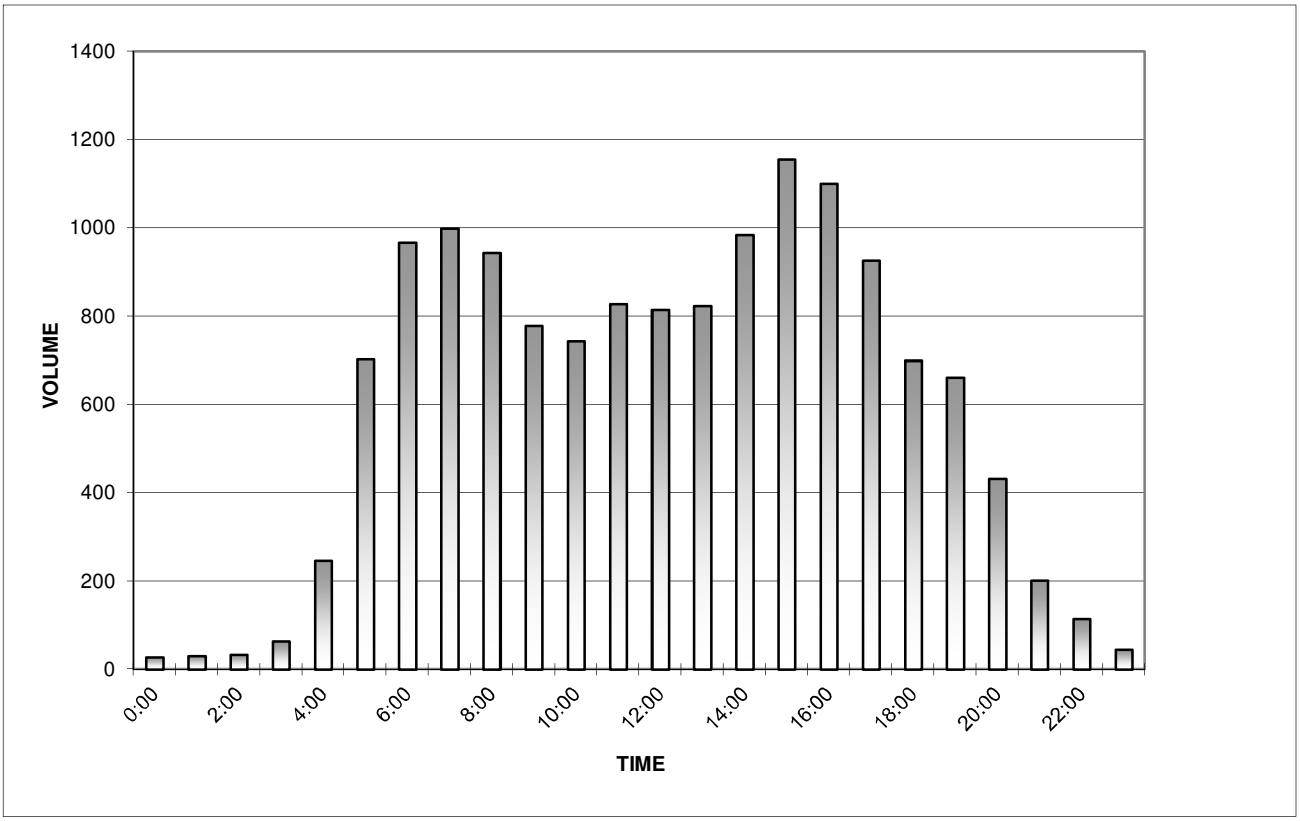


Eastbound US 290 west of E Creek Rd

Date Began:
4/30/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	6	11	10	1	28
1:00	5	15	5	5	30
2:00	7	3	12	11	33
3:00	7	10	19	28	64
4:00	31	56	75	84	246
5:00	126	162	195	220	703
6:00	208	210	243	307	968
7:00	235	239	250	276	1000
8:00	310	217	214	204	945
9:00	204	178	190	207	779
10:00	178	183	207	176	744
11:00	203	198	213	215	829
12:00	209	213	201	192	815
13:00	196	185	219	224	824
14:00	222	261	260	242	985
15:00	203	288	323	342	1156
16:00	317	266	273	245	1101
17:00	250	219	215	243	927
18:00	192	174	183	151	700
19:00	176	147	129	209	661
20:00	155	100	103	74	432
21:00	60	55	50	36	201
22:00	43	27	18	26	114
23:00	23	7	8	7	45
				TOTAL:	14330

The A.M. peak hour from 7:15 to 8:15 is 1075
The P.M. peak hour from 15:15 to 16:15 is 1270

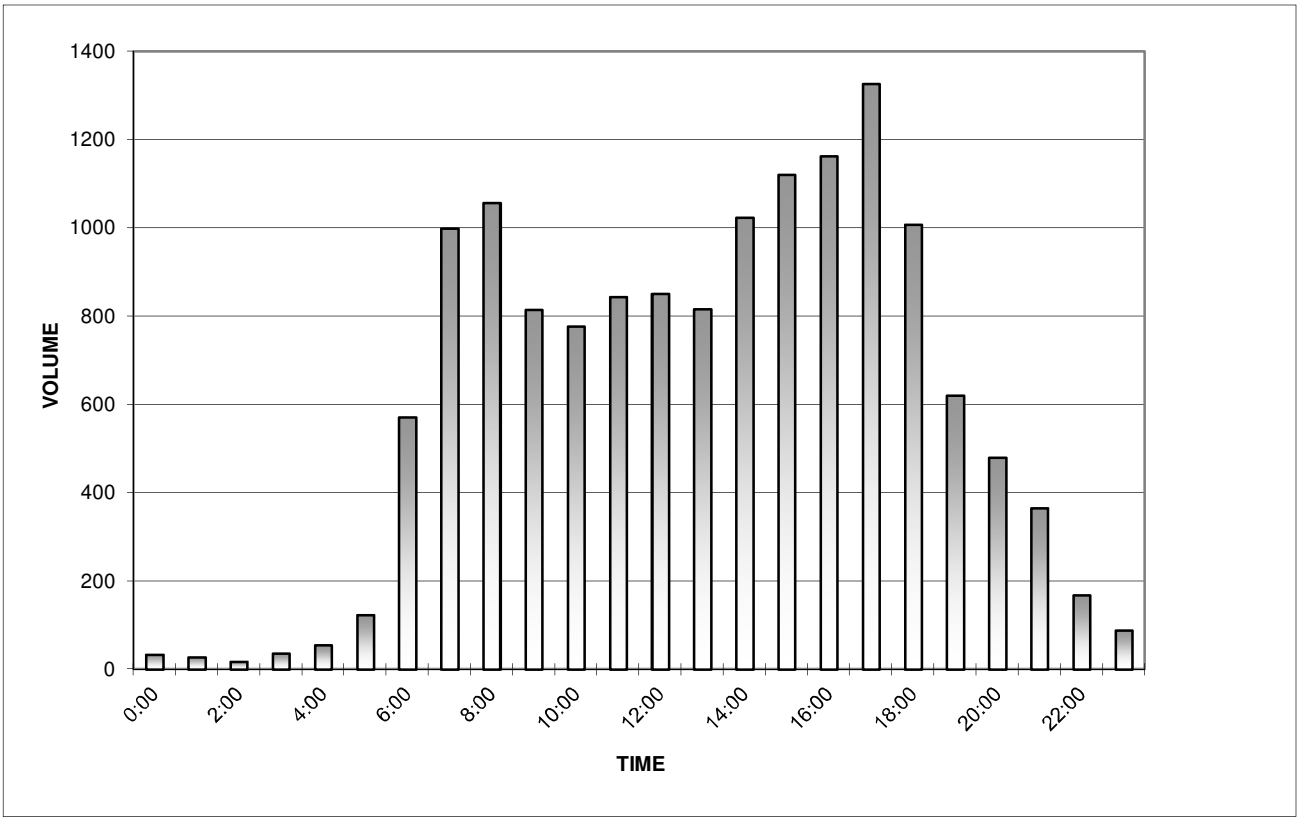


Westbound US 290 west of E Creek Rd

Date Began:
4/30/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	9	7	10	8	34
1:00	6	11	4	7	28
2:00	5	8	1	4	18
3:00	15	5	7	9	36
4:00	6	8	12	29	55
5:00	23	28	43	30	124
6:00	53	127	192	200	572
7:00	234	297	214	254	999
8:00	312	301	273	171	1057
9:00	181	224	228	182	815
10:00	194	195	208	181	778
11:00	214	205	215	211	845
12:00	191	200	201	259	851
13:00	184	233	218	182	817
14:00	264	220	281	259	1024
15:00	233	248	326	314	1121
16:00	276	296	285	307	1164
17:00	337	349	305	336	1327
18:00	324	283	204	197	1008
19:00	166	175	129	151	621
20:00	121	117	114	128	480
21:00	99	113	86	67	365
22:00	60	24	22	62	168
23:00	27	32	30	0	89
				TOTAL:	14396

The A.M. peak hour from 7:45 to 8:45 is 1140
The P.M. peak hour from 17:00 to 18:00 is 1327

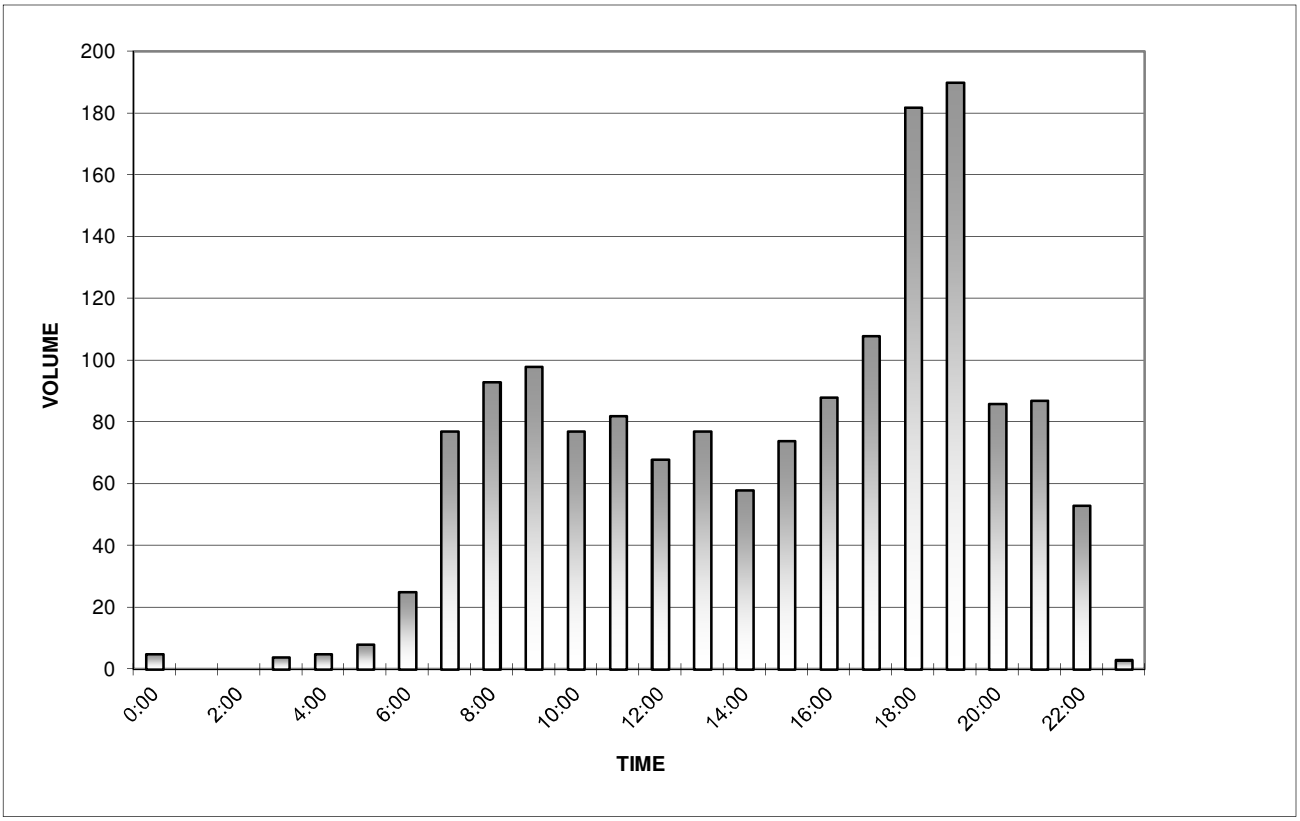


Northbound Rob Shelton Blvd north of Sports Park Rd

Date Began:
4/14/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	3	0	0	2	5
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	1	0	0	3	4
4:00	0	1	2	2	5
5:00	0	1	3	4	8
6:00	4	4	10	7	25
7:00	13	20	23	21	77
8:00	20	27	22	24	93
9:00	18	28	34	18	98
10:00	21	16	21	19	77
11:00	20	21	20	21	82
12:00	16	22	11	19	68
13:00	13	24	22	18	77
14:00	20	16	12	10	58
15:00	19	12	12	31	74
16:00	23	23	18	24	88
17:00	38	26	20	24	108
18:00	41	62	42	37	182
19:00	49	24	55	62	190
20:00	30	14	24	18	86
21:00	12	10	29	36	87
22:00	28	21	2	2	53
23:00	0	2	1	0	3
				TOTAL:	1548

The A.M. peak hour from 8:45 to 9:45 is 104
The P.M. peak hour from 19:00 to 20:00 is 190

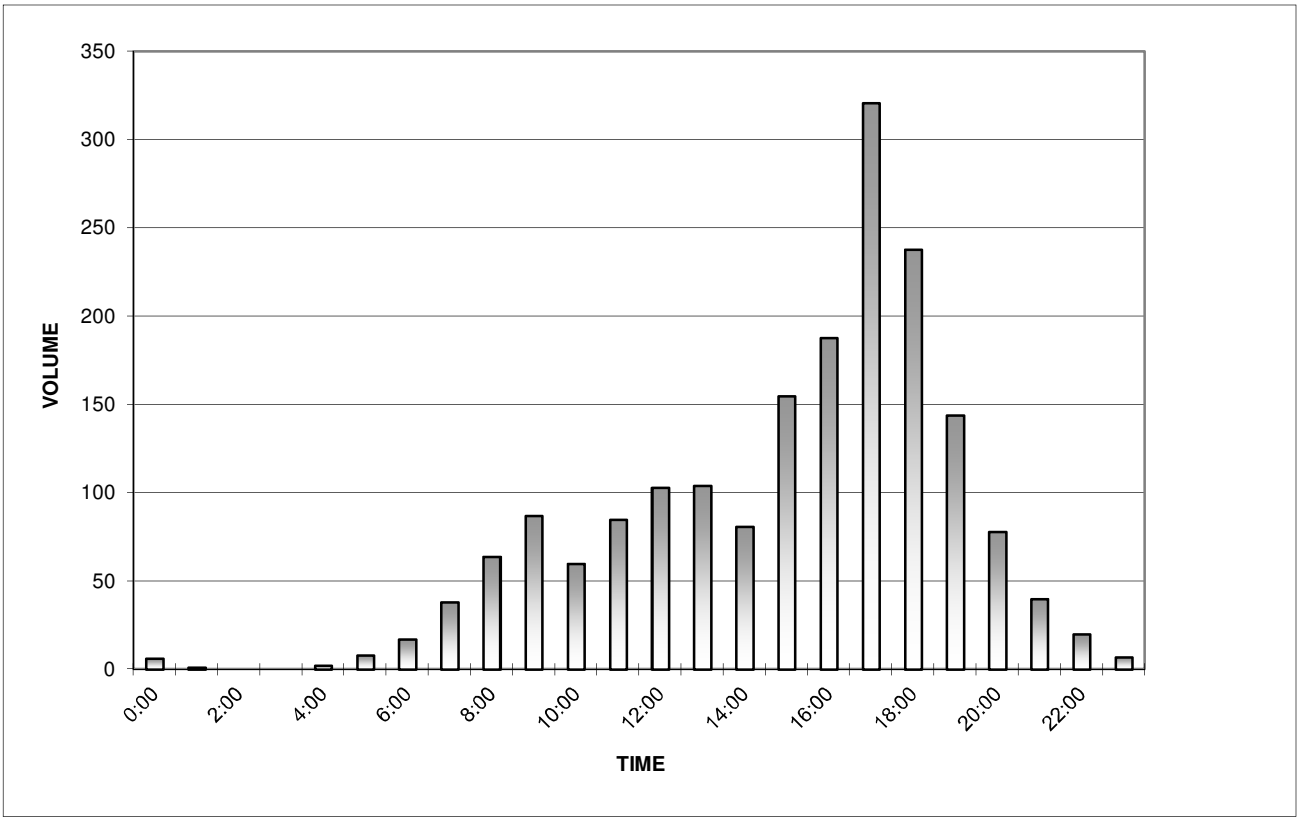


Southbound Rob Shelton Blvd north of Sports Park Rd

Date Began:
4/14/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	3	2	1	0	6
1:00	1	0	0	0	1
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	1	0	1	0	2
5:00	2	1	4	1	8
6:00	3	4	3	7	17
7:00	7	11	7	13	38
8:00	14	13	21	16	64
9:00	28	17	21	21	87
10:00	14	18	17	11	60
11:00	13	26	21	25	85
12:00	21	28	28	26	103
13:00	24	26	26	28	104
14:00	25	22	18	16	81
15:00	31	30	51	43	155
16:00	31	47	49	61	188
17:00	78	89	76	78	321
18:00	66	67	67	38	238
19:00	38	36	44	26	144
20:00	20	19	20	19	78
21:00	11	13	11	5	40
22:00	4	9	4	3	20
23:00	0	2	2	3	7
				TOTAL:	1847

The A.M. peak hour from 9:00 to 10:00 is 87
The P.M. peak hour from 17:00 to 18:00 is 321

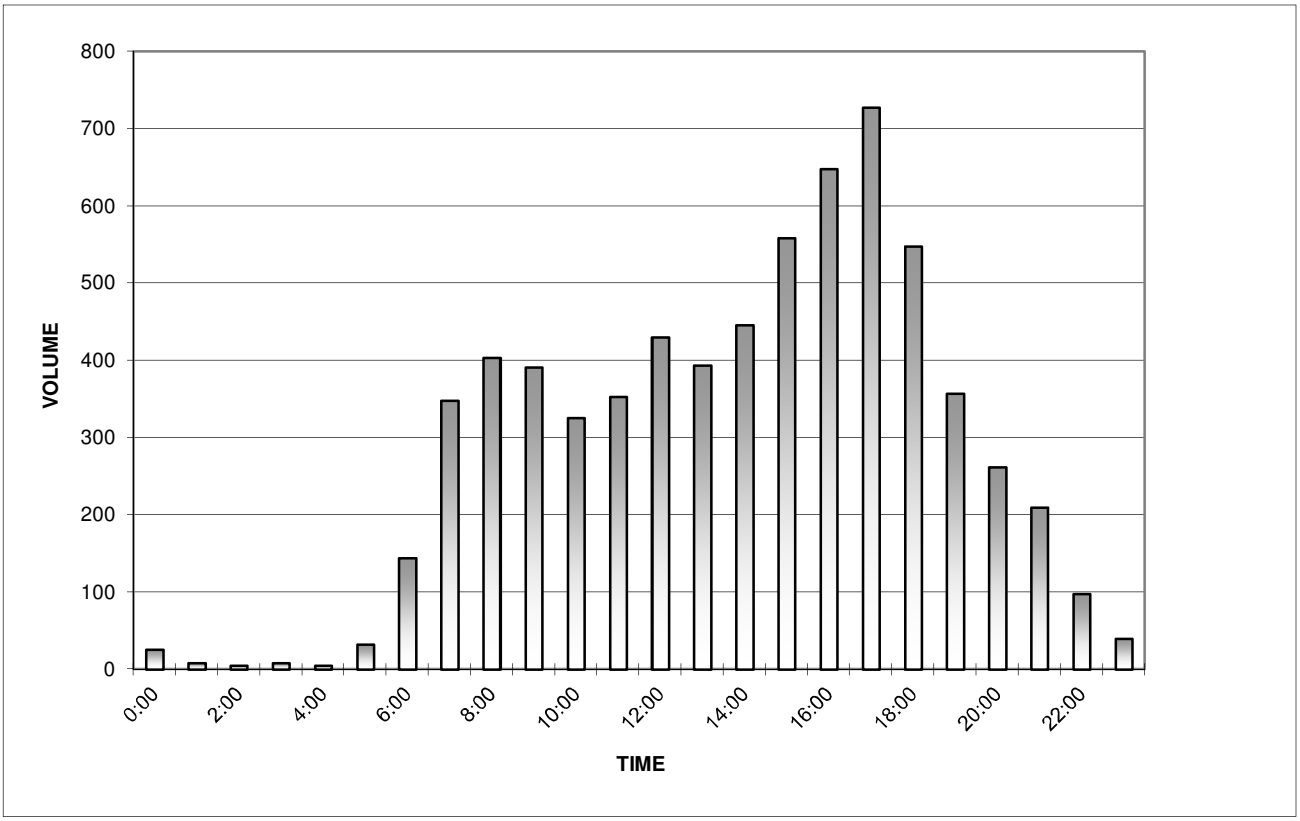


Northbound RM 12 south of Chestnut Ridge

Date Began:
4/14/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	6	10	7	3	26
1:00	4	1	2	1	8
2:00	0	4	1	0	5
3:00	2	3	1	2	8
4:00	1	1	1	2	5
5:00	5	2	12	13	32
6:00	20	38	46	40	144
7:00	82	85	77	104	348
8:00	96	90	109	109	404
9:00	88	102	117	84	391
10:00	86	92	73	75	326
11:00	69	71	118	95	353
12:00	103	110	106	111	430
13:00	92	106	94	102	394
14:00	108	115	121	102	446
15:00	129	144	147	139	559
16:00	119	165	172	192	648
17:00	200	184	183	161	728
18:00	166	126	136	120	548
19:00	102	79	100	76	357
20:00	72	58	67	65	262
21:00	61	57	54	38	210
22:00	32	29	20	17	98
23:00	12	7	9	12	40
				TOTAL:	6770

The A.M. peak hour from 8:45 to 9:45 is 416
The P.M. peak hour from 16:45 to 17:45 is 759

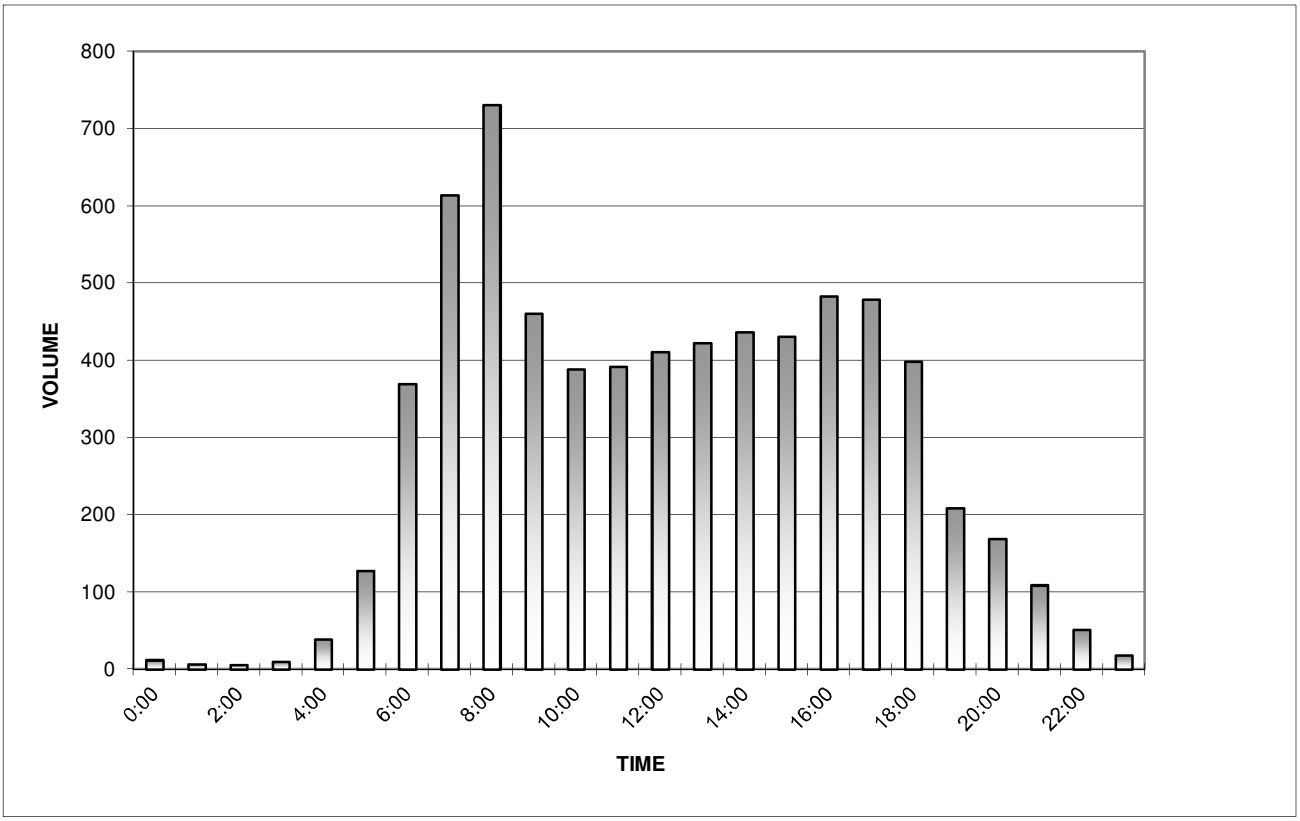


Southbound RM 12 south of Chestnut Ridge

Date Began:
4/14/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	5	3	2	2	12
1:00	1	2	1	3	7
2:00	0	0	2	4	6
3:00	2	1	2	5	10
4:00	4	9	12	14	39
5:00	18	19	49	42	128
6:00	69	80	90	131	370
7:00	122	189	139	164	614
8:00	183	194	185	169	731
9:00	107	130	103	121	461
10:00	112	84	103	90	389
11:00	111	100	74	107	392
12:00	94	116	110	91	411
13:00	92	124	101	106	423
14:00	105	111	120	101	437
15:00	86	86	119	140	431
16:00	128	93	126	136	483
17:00	122	131	112	114	479
18:00	101	107	97	94	399
19:00	58	68	43	40	209
20:00	40	46	31	52	169
21:00	35	32	22	20	109
22:00	24	11	12	4	51
23:00	4	5	7	2	18
				TOTAL:	6778

The A.M. peak hour from 8:00 to 9:00 is 731
The P.M. peak hour from 16:30 to 17:30 is 515

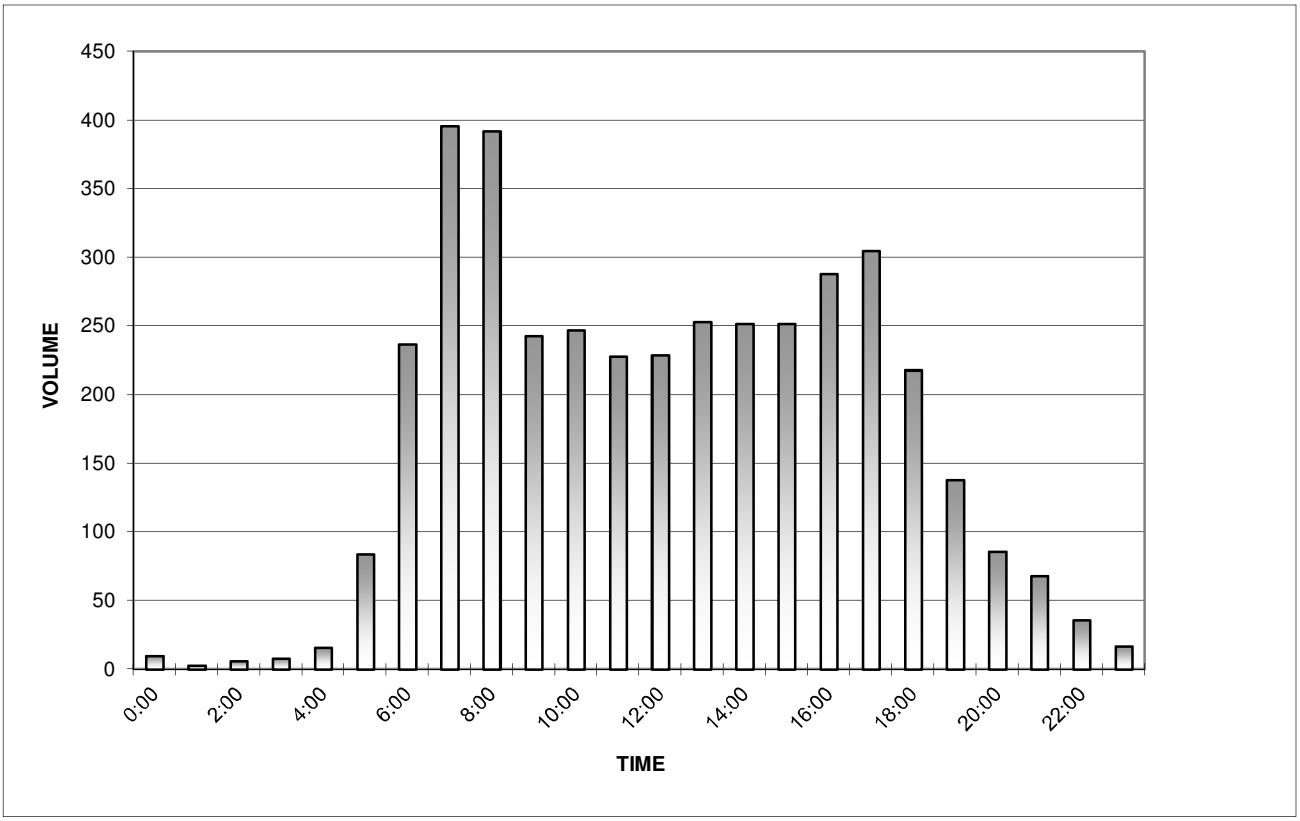


Northbound RM 12 south of FM 150

Date Began:
4/30/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	4	3	3	0	10
1:00	1	1	1	0	3
2:00	0	4	2	0	6
3:00	0	3	1	4	8
4:00	2	1	4	9	16
5:00	16	18	21	29	84
6:00	36	53	55	93	237
7:00	75	111	101	109	396
8:00	107	109	79	97	392
9:00	71	69	48	55	243
10:00	65	57	57	68	247
11:00	51	61	56	60	228
12:00	44	56	81	48	229
13:00	59	67	56	71	253
14:00	62	68	57	65	252
15:00	62	50	58	82	252
16:00	78	64	70	76	288
17:00	79	86	78	62	305
18:00	67	59	63	29	218
19:00	45	31	30	32	138
20:00	17	13	27	29	86
21:00	19	20	13	16	68
22:00	15	6	8	7	36
23:00	5	6	3	3	17
				TOTAL:	4012

The A.M. peak hour from 7:15 to 8:15 is 428
The P.M. peak hour from 16:45 to 17:45 is 319

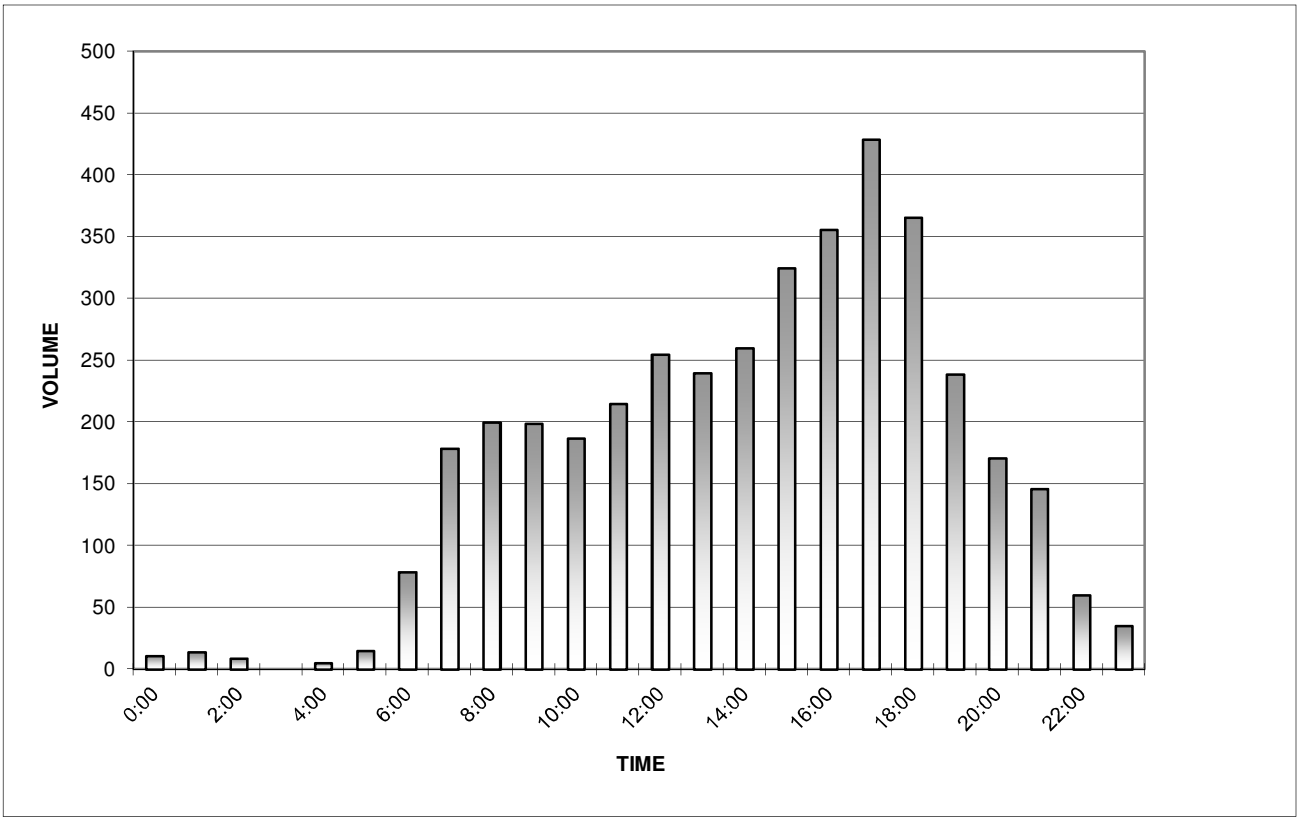


Southbound RM 12 south of FM 150

Date Began:
4/30/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	5	2	2	2	11
1:00	5	6	3	0	14
2:00	4	0	1	4	9
3:00	0	0	0	0	0
4:00	0	2	2	1	5
5:00	1	4	5	5	15
6:00	6	13	38	22	79
7:00	26	43	54	56	179
8:00	47	46	51	56	200
9:00	51	30	48	70	199
10:00	53	45	47	42	187
11:00	58	41	67	49	215
12:00	56	76	74	49	255
13:00	54	64	68	54	240
14:00	57	65	68	70	260
15:00	75	99	81	70	325
16:00	104	79	94	79	356
17:00	97	120	96	116	429
18:00	107	96	89	74	366
19:00	65	49	64	61	239
20:00	49	36	41	45	171
21:00	49	33	42	22	146
22:00	27	16	13	4	60
23:00	11	8	8	8	35
				TOTAL:	3995

The A.M. peak hour from 8:15 to 9:15 is 204
The P.M. peak hour from 17:15 to 18:15 is 439

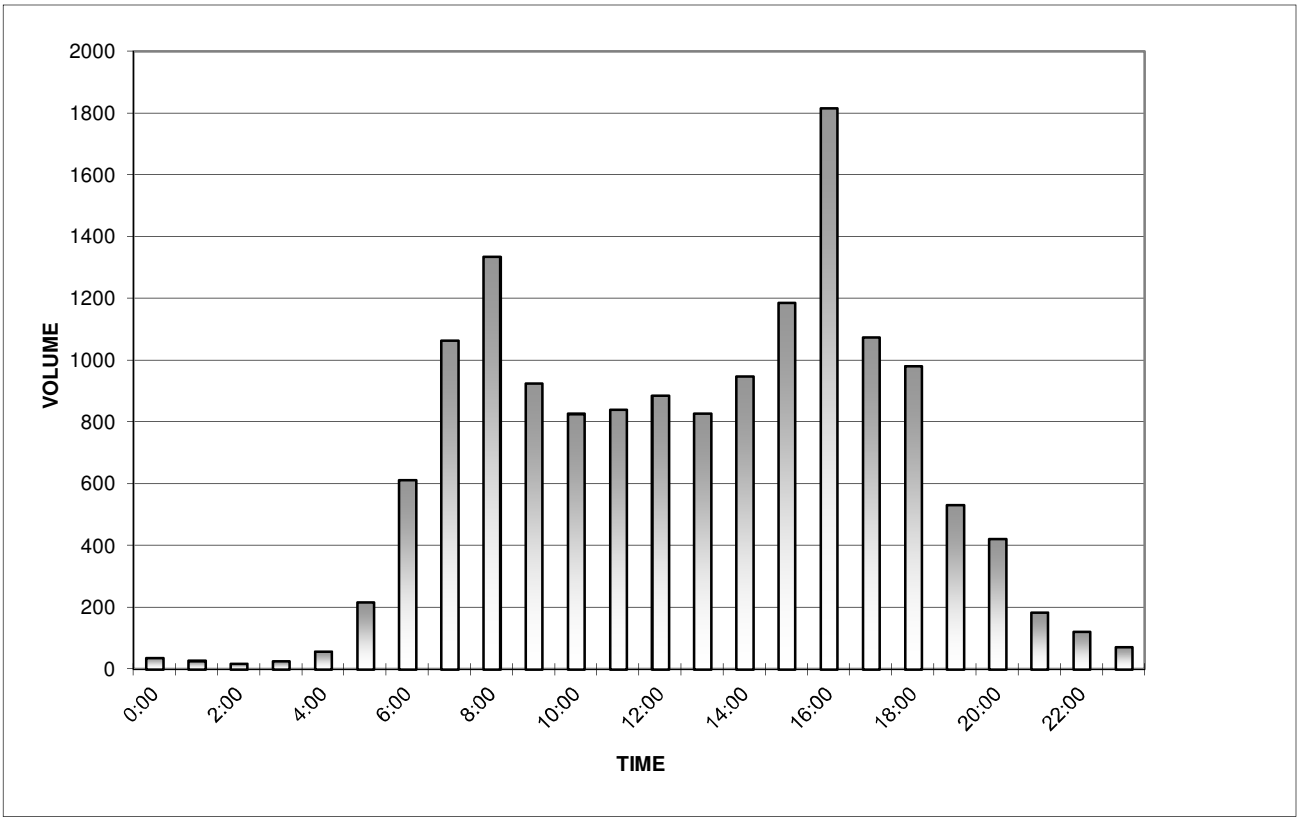


Eastbound US 290 east of Sportsplex Trail

Date Began:
4/14/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	18	8	5	7	38
1:00	6	7	12	3	28
2:00	4	8	2	4	18
3:00	8	6	8	5	27
4:00	8	18	15	18	59
5:00	35	52	60	70	217
6:00	108	150	178	177	613
7:00	262	246	289	269	1066
8:00	261	324	396	356	1337
9:00	249	226	223	229	927
10:00	223	201	186	218	828
11:00	176	215	238	213	842
12:00	266	202	200	219	887
13:00	199	215	219	196	829
14:00	213	253	231	253	950
15:00	284	320	328	256	1188
16:00	287	510	616	405	1818
17:00	272	284	277	242	1075
18:00	287	207	260	228	982
19:00	179	120	127	106	532
20:00	135	121	96	71	423
21:00	56	40	39	50	185
22:00	34	28	41	20	123
23:00	23	14	18	18	73
				TOTAL:	15065

The A.M. peak hour from 8:00 to 9:00 is 1337
The P.M. peak hour from 16:00 to 17:00 is 1818

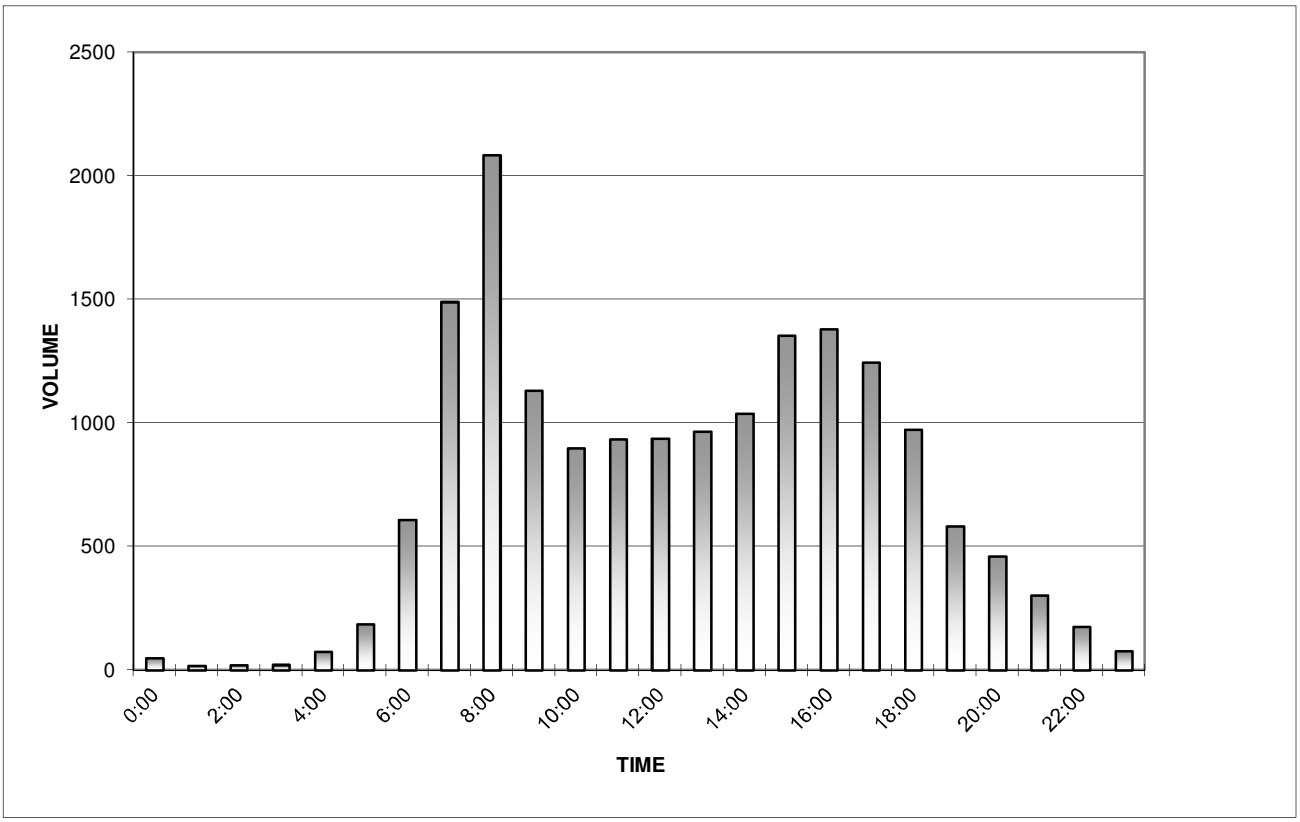


Westbound US 290 east of Sportsplex Trail

Date Began:
4/14/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	21	14	6	7	48
1:00	2	2	6	7	17
2:00	3	3	4	10	20
3:00	5	6	6	5	22
4:00	11	27	11	25	74
5:00	29	42	47	68	186
6:00	91	96	132	291	610
7:00	326	356	480	329	1491
8:00	406	606	583	490	2085
9:00	243	281	273	336	1133
10:00	275	175	223	226	899
11:00	232	232	244	227	935
12:00	210	251	258	220	939
13:00	251	247	215	254	967
14:00	223	258	268	291	1040
15:00	362	309	300	384	1355
16:00	441	308	335	296	1380
17:00	319	351	311	264	1245
18:00	252	273	248	202	975
19:00	188	132	127	135	582
20:00	123	127	105	106	461
21:00	90	77	76	60	303
22:00	57	50	40	28	175
23:00	17	25	19	17	78
				TOTAL:	17020

The A.M. peak hour from 8:00 to 9:00 is 2085
The P.M. peak hour from 15:45 to 16:45 is 1468

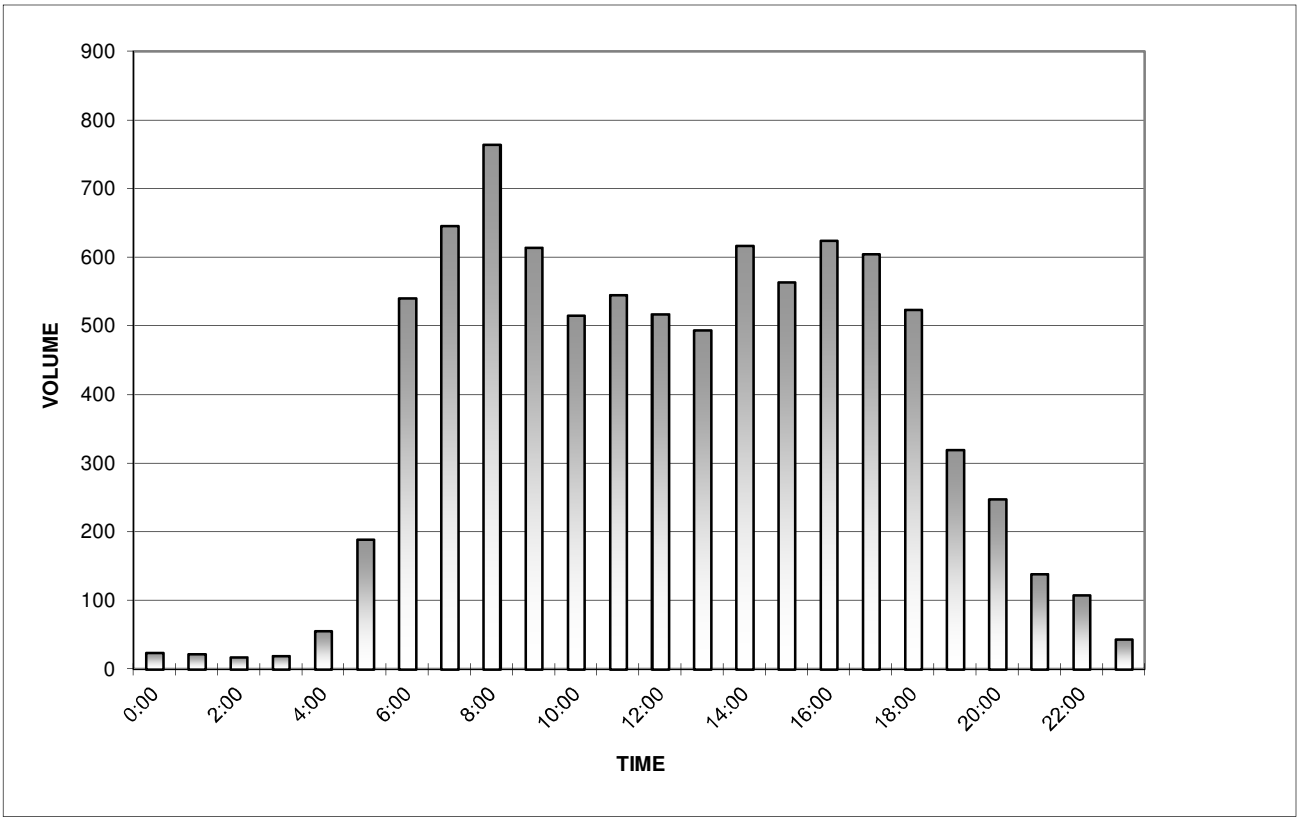


Eastbound US 290 west of FM 169

Date Began:
4/14/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	6	6	2	10	24
1:00	8	2	9	3	22
2:00	7	5	1	5	18
3:00	4	8	2	6	20
4:00	10	13	15	18	56
5:00	34	36	54	65	189
6:00	99	137	149	156	541
7:00	152	177	152	165	646
8:00	181	216	169	199	765
9:00	160	159	130	166	615
10:00	155	141	110	110	516
11:00	136	122	160	128	546
12:00	135	119	150	114	518
13:00	116	126	120	132	494
14:00	146	138	165	168	617
15:00	119	132	166	147	564
16:00	187	150	146	142	625
17:00	145	167	145	148	605
18:00	136	139	149	100	524
19:00	83	94	68	75	320
20:00	55	69	68	56	248
21:00	36	27	37	39	139
22:00	31	24	39	14	108
23:00	15	13	11	5	44
				TOTAL:	8764

The A.M. peak hour from 8:00 to 9:00 is 765
The P.M. peak hour from 15:30 to 16:30 is 650

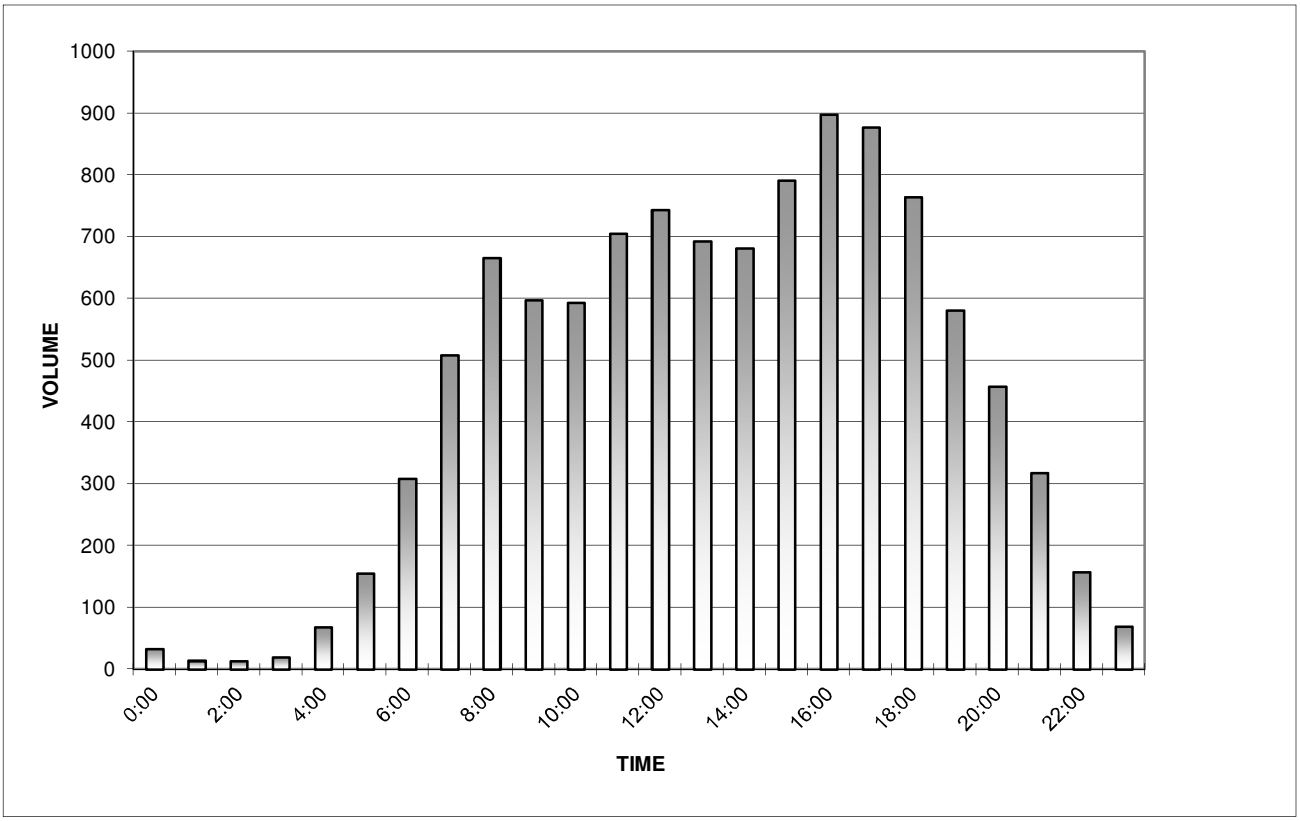


Westbound US 290 west of FM 169

Date Began:
4/14/2015

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	13	12	4	4	33
1:00	4	1	7	2	14
2:00	2	3	3	5	13
3:00	5	5	5	5	20
4:00	9	19	22	18	68
5:00	15	27	49	64	155
6:00	68	75	78	88	309
7:00	120	115	142	132	509
8:00	136	147	183	200	666
9:00	124	149	162	163	598
10:00	153	137	159	145	594
11:00	169	169	203	165	706
12:00	168	215	206	155	744
13:00	151	190	157	195	693
14:00	166	185	171	160	682
15:00	203	194	221	174	792
16:00	179	241	245	233	898
17:00	229	249	214	186	878
18:00	218	192	202	153	765
19:00	180	144	131	126	581
20:00	115	128	125	90	458
21:00	104	69	76	69	318
22:00	58	37	33	30	158
23:00	18	18	15	18	69
				TOTAL:	10721

The A.M. peak hour from 8:00 to 9:00 is 666
The P.M. peak hour from 16:30 to 17:30 is 956



Study Name 1. RM 12 at Springlake Dr
Start Date Tuesday, April 14, 2015 7:00 AM
End Date Tuesday, April 14, 2015 5:00 PM
Site Code

Road Volumes

TMV	Movement	Southbound				Southbound Total	Westbound				Westbound Total	Northbound				Northbound Total	Eastbound				Eastbound Total	Grand Total
Interval		L	T	R	U		L	T	R	U		L	T	R	U		L	T	R	U		
4/14/2015 7:00		0	71	1	0	72	5	0	0	0	5	2	92	0	0	94	8	0	16	0	24	195
4/14/2015 7:15		0	103	2	0	105	1	0	3	0	4	4	161	1	0	166	10	0	10	0	20	295
4/14/2015 7:30		2	151	6	0	159	3	0	4	0	7	1	151	0	0	152	13	0	10	0	23	341
4/14/2015 7:45		0	132	4	1	137	1	0	1	0	2	3	81	0	0	84	3	0	18	0	21	244
4/14/2015 8:00		1	90	4	0	95	5	0	0	0	5	7	75	4	0	86	2	0	16	0	18	204
4/14/2015 8:15		1	118	2	0	121	6	0	0	0	6	7	66	2	0	75	1	0	16	0	17	219
4/14/2015 8:30		0	91	0	0	91	7	0	0	0	7	6	81	4	0	91	5	0	17	0	22	211
4/14/2015 8:45		1	75	1	0	77	5	0	0	0	5	9	103	2	0	114	2	0	13	0	15	211
4/14/2015 15:00		1	128	7	0	136	4	0	1	0	5	5	88	3	0	96	0	0	7	0	7	244
4/14/2015 15:15		1	102	1	0	104	2	0	1	0	3	10	87	4	0	101	0	0	7	0	7	215
4/14/2015 15:30		1	95	2	0	98	4	0	2	0	6	6	69	3	0	78	2	0	8	0	10	192
4/14/2015 15:45		1	83	1	0	85	10	0	0	0	10	8	85	4	0	97	1	0	17	0	18	210
4/14/2015 16:00		1	112	2	0	115	3	0	1	0	4	11	104	3	0	118	1	0	7	0	8	245
4/14/2015 16:15		1	131	4	0	136	1	0	1	0	2	22	127	2	0	151	2	0	10	0	12	301
4/14/2015 16:30		3	104	6	0	113	1	0	1	0	2	11	124	5	0	140	2	0	6	0	8	263
4/14/2015 16:45		0	113	3	0	116	2	1	0	0	3	22	117	3	0	142	1	0	11	0	12	273
Grand Total		14	1699	46	1	1760	60	1	15	0	76	134	1611	40	0	1785	53	0	189	0	242	3863

Crosswalk Volumes

	Movement	Southbound		Southbound Total	Westbound		Westbound Total	Northbound		Northbound Total	Eastbound		Eastbound Total	Grand Total
Interval		PCCW	PCW		PCCW	PCW		PCCW	PCW		PCCW	PCW		
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM		0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total		0	0	0	0	0	0	0	0	0	1	0	1	1

Study Name	2. RM 12 at Old Fitzhugh Rd
Start Date	Wednesday, April 15, 2015 7:00 AM
End Date	Wednesday, April 15, 2015 5:00 PM
Site Code	

Road Volumes

TMV	Movement	Southbound				Southbound Total	Westbound				Westbound Total	Northbound				Northbound Total	Eastbound				Eastbound Total	Grand Total
Interval		L	T	R	U		L	T	R	U		L	T	R	U		L	T	R	U		
4/15/2015 7:00		3	74	12	1	90	4	4	2	0	10	0	126	0	0	126	0	2	0	0	2	228
4/15/2015 7:15		3	96	17	1	117	5	4	4	0	13	1	175	3	0	179	6	1	0	0	7	316
4/15/2015 7:30		4	146	28	0	178	2	3	4	0	9	0	163	0	0	163	7	0	0	0	7	357
4/15/2015 7:45		1	148	34	0	183	2	0	0	0	2	0	92	1	0	93	11	1	0	0	12	290
4/15/2015 8:00		0	120	29	0	149	2	0	0	0	2	1	85	4	0	90	9	0	1	0	10	251
4/15/2015 8:15		0	124	18	0	142	1	0	0	0	1	1	83	0	0	84	13	1	1	0	15	242
4/15/2015 8:30		0	125	16	0	141	3	2	1	0	6	1	124	2	0	127	15	0	1	0	16	290
4/15/2015 8:45		0	121	15	0	136	0	0	0	0	0	0	111	0	0	111	17	0	1	0	18	265
4/15/2015 15:00		0	168	29	0	197	1	0	1	0	2	1	102	0	0	103	9	0	1	0	10	312
4/15/2015 15:15		0	120	16	0	136	0	1	0	0	1	0	99	2	0	101	15	1	3	0	19	257
4/15/2015 15:30		0	91	8	0	99	0	0	0	0	0	0	119	1	0	120	15	2	2	0	19	238
4/15/2015 15:45		0	122	25	0	147	1	0	1	0	2	0	103	2	0	105	6	0	3	0	9	263
4/15/2015 16:00		0	111	21	0	132	3	0	1	0	4	0	116	3	0	119	12	0	0	0	12	267
4/15/2015 16:15		2	128	23	0	153	2	1	0	0	3	1	120	2	0	123	27	0	2	0	29	308
4/15/2015 16:30		2	116	20	0	138	2	1	0	0	3	0	103	1	0	104	47	0	10	0	57	302
4/15/2015 16:45		0	125	16	0	141	0	0	1	0	1	0	116	3	0	119	23	0	6	0	29	290
Grand Total		15	1935	327	2	2279	28	16	15	0	59	6	1837	24	0	1867	232	8	31	0	271	4476

Crosswalk Volumes

	Movement	Southbound		Southbound Total	Westbound		Westbound Total	Northbound		Northbound Total	Eastbound		Eastbound Total	Grand Total
Interval		PCCW	PCW		PCCW	PCW		PCCW	PCW		PCCW	PCW		
7:00 AM		0	0	0	0	0	0	1	0	1	0	0	0	1
7:15 AM		0	0	0	0	0	0	0	2	2	0	0	0	2
7:30 AM		0	0	0	0	0	0	0	1	1	0	0	0	1
7:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM		1	0	1	0	0	0	0	1	1	0	0	0	2
3:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM		0	1	1	0	0	0	1	0	1	0	0	0	2
3:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM		0	0	0	0	1	1	0	1	1	0	0	0	2
Grand Total		1	1	2	0	1	1	2	5	7	0	0	0	10

Study Name 3. RM 12 at Mercer St
Start Date Tuesday, April 14, 2015 7:00 AM
End Date Tuesday, April 14, 2015 5:00 PM
Site Code

Road Volumes

TMV	Movement	Southbound				Southbound Total	Westbound				Westbound Total	Northbound				Northbound Total	Eastbound				Eastbound Total	Grand Total
Interval		L	T	R	U		L	T	R	U		L	T	R	U		L	T	R	U		
4/14/2015 7:00		5	79	13	0	97	0	3	39	0	42	5	55	1	0	61	7	0	9	0	16	216
4/14/2015 7:15		5	93	5	0	103	1	1	75	0	77	2	69	0	0	71	3	0	16	0	19	270
4/14/2015 7:30		13	118	8	0	139	1	5	78	0	84	3	64	0	0	67	6	4	13	0	23	313
4/14/2015 7:45		13	112	13	0	138	0	9	29	0	38	2	56	2	0	60	6	1	12	0	19	255
4/14/2015 8:00		2	98	11	0	111	0	7	23	0	30	8	58	3	0	69	6	2	10	0	18	228
4/14/2015 8:15		0	103	10	0	113	4	9	33	0	46	3	52	0	0	55	6	1	12	0	19	233
4/14/2015 8:30		3	114	10	0	127	1	8	38	0	47	6	69	0	0	75	12	1	11	0	24	273
4/14/2015 8:45		6	116	6	0	128	2	5	35	0	42	4	77	2	0	83	9	1	18	0	28	281
4/14/2015 15:00		8	87	5	0	100	1	10	36	0	47	6	46	1	0	53	9	2	18	0	29	229
4/14/2015 15:15		10	112	10	0	132	4	6	27	0	37	8	52	2	0	62	12	6	29	0	47	278
4/14/2015 15:30		4	94	2	0	100	2	11	32	0	45	9	44	2	0	55	12	1	26	0	39	239
4/14/2015 15:45		2	102	11	0	115	1	11	44	0	56	7	42	7	0	56	13	2	29	0	44	271
4/14/2015 16:00		5	102	12	0	119	1	10	55	0	66	7	67	2	0	76	7	0	23	0	30	291
4/14/2015 16:15		7	112	10	0	129	1	12	47	0	60	5	76	1	0	82	17	0	28	0	45	316
4/14/2015 16:30		7	92	11	0	110	3	15	45	0	63	3	52	4	0	59	24	0	30	0	54	286
4/14/2015 16:45		6	111	12	0	129	2	13	61	0	76	7	74	2	0	83	16	0	38	0	54	342
Grand Total		96	1645	149	0	1890	24	135	697	0	856	85	953	29	0	1067	165	21	322	0	508	4321

Crosswalk Volumes

Movement	Southbound		Southbound Total	Westbound		Westbound Total	Northbound		Northbound Total	Eastbound		Eastbound Total	Grand Total
Interval	PCCW	PCW		PCCW	PCW		PCCW	PCW		PCCW	PCW		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	4. RM 12 at Sports Park Rd
Start Date	Tuesday, April 14, 2015 7:00 AM
End Date	Tuesday, April 14, 2015 5:00 PM
Site Code	

Road Volumes

TMV	Movement	Southbound		Southbound Tc	Westbound			Westbound Tc	Northbound			Northbound Tc	Grand Total
Interval		L	T	U		L	U	R		T	U	R		
4/14/2015 7:00		0	71	0	71	5	0	0	5	109	0	8	117	193
4/14/2015 7:15		2	74	0	76	7	0	1	8	164	0	18	182	266
4/14/2015 7:30		0	75	0	75	5	0	0	5	129	0	19	148	228
4/14/2015 7:45		4	88	0	92	4	0	0	4	146	0	18	164	260
4/14/2015 8:00		0	80	0	80	14	0	1	15	156	0	23	179	274
4/14/2015 8:15		1	83	0	84	3	0	0	3	170	0	24	194	281
4/14/2015 8:30		7	89	0	96	14	0	1	15	162	0	15	177	288
4/14/2015 8:45		2	95	0	97	10	0	1	11	144	0	20	164	272
4/14/2015 15:00		2	98	0	100	33	0	6	39	75	0	10	85	224
4/14/2015 15:15		7	113	0	120	21	0	3	24	70	0	9	79	223
4/14/2015 15:30		10	121	0	131	31	0	6	37	105	0	12	117	285
4/14/2015 15:45		1	115	0	116	20	0	4	24	115	0	23	138	278
4/14/2015 16:00		3	105	0	108	15	0	3	18	114	0	15	129	255
4/14/2015 16:15		1	129	0	130	35	0	5	40	81	0	14	95	265
4/14/2015 16:30		7	142	0	149	34	0	3	37	103	0	12	115	301
4/14/2015 16:45		12	157	0	169	34	0	2	36	117	0	21	138	343
Grand Total		59	1635	0	1694	285	0	36	321	1960	0	261	2221	4236

Crosswalk Volumes

	Movement	Southbound		Southbound Tc	Westbound		Westbound To	Northbound		Northbound Tc	Grand Total
Interval		PCCW	PCW		PCCW	PCW		PCCW	PCW		
7:00 AM		0	0	0	0	0	0	0	0	0	0
7:15 AM		0	0	0	0	0	0	0	0	0	0
7:30 AM		0	0	0	0	0	0	0	0	0	0
7:45 AM		0	0	0	0	0	0	0	0	0	0
8:00 AM		0	0	0	0	0	0	0	0	0	0
8:15 AM		0	0	0	0	0	0	0	0	0	0
8:30 AM		0	0	0	0	0	0	0	0	0	0
8:45 AM		0	0	0	0	0	0	0	0	0	0
3:00 PM		0	0	0	0	0	0	0	0	0	0
3:15 PM		0	0	0	0	1	1	0	0	0	1
3:30 PM		0	0	0	0	0	0	0	0	0	0
3:45 PM		0	0	0	0	0	0	0	0	0	0
4:00 PM		0	0	0	0	0	0	0	0	0	0
4:15 PM		0	0	0	0	0	0	0	0	0	0
4:30 PM		0	0	0	0	0	0	0	0	0	0
4:45 PM		0	0	0	0	0	0	0	0	0	0
Grand Total		0	0	0	0	1	1	0	0	0	1

Study Name	5. US 290 at Rob Shelton Blvd
Start Date	Tuesday, April 14, 2015 7:00 AM
End Date	Tuesday, April 14, 2015 5:00 PM
Site Code	

Road Volumes

TMV	Movement	Southbound				Southbound Total	Westbound				Westbound Total	Northbound				Northbound Total	Eastbound				Eastbound Total	Grand Total
Interval		L	T	R	U		L	T	R	U		L	T	R	U		L	T	R	U		
4/14/2015 7:00		0	0	0	0	0	3	160	0	0	163	7	0	5	0	12	0	195	18	0	213	388
4/14/2015 7:15		2	0	0	0	2	4	232	0	0	236	17	1	11	0	29	0	213	19	0	232	499
4/14/2015 7:30		2	0	0	0	2	3	255	0	0	258	18	0	15	0	33	0	216	29	0	245	538
4/14/2015 7:45		1	0	1	0	2	8	196	2	0	206	25	2	14	0	41	1	227	34	0	262	511
4/14/2015 8:00		1	0	0	0	1	8	210	0	0	218	21	0	12	0	33	0	199	23	0	222	474
4/14/2015 8:15		1	2	0	0	3	11	312	4	0	327	29	1	15	0	45	1	210	31	0	242	617
4/14/2015 8:30		3	0	2	0	5	10	289	5	0	304	26	1	13	0	40	2	265	36	0	303	652
4/14/2015 8:45		3	0	1	0	4	13	231	3	0	247	35	0	12	0	47	3	260	42	0	305	603
4/14/2015 15:00		1	1	6	0	8	12	197	6	0	215	38	0	9	0	47	2	166	52	0	220	490
4/14/2015 15:15		2	0	2	0	4	6	198	1	0	205	45	0	6	0	51	3	247	64	0	314	574
4/14/2015 15:30		8	1	7	0	16	10	207	3	0	220	50	1	9	0	60	8	233	71	0	312	608
4/14/2015 15:45		10	4	4	0	18	24	279	6	0	309	55	2	10	0	67	8	188	62	0	258	652
4/14/2015 16:00		4	3	4	0	11	20	254	4	0	278	49	0	17	0	66	8	196	73	0	277	632
4/14/2015 16:15		3	4	1	0	8	8	219	4	0	231	66	0	10	0	76	0	262	54	0	316	631
4/14/2015 16:30		1	2	2	0	5	24	218	3	0	245	54	2	8	0	64	1	308	64	0	373	687
4/14/2015 16:45		1	4	4	0	9	31	246	4	1	282	52	0	16	0	68	6	276	65	0	347	706
Grand Total		43	21	34	0	98	195	3703	45	1	3944	587	10	182	0	779	43	3661	737	0	4441	9262

Crosswalk Volumes

	Movement	Southbound		Southbound Total	Westbound		Westbound Total	Northbound		Northbound Total	Eastbound		Eastbound Total	Grand Total
Interval		PCCW	PCW		PCCW	PCW		PCCW	PCW		PCCW	PCW		
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total		0	0	0	0	0	0	0	0	0	0	0	0	0

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Count Name: 6. US 290 at Mercer St
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Page No: 1

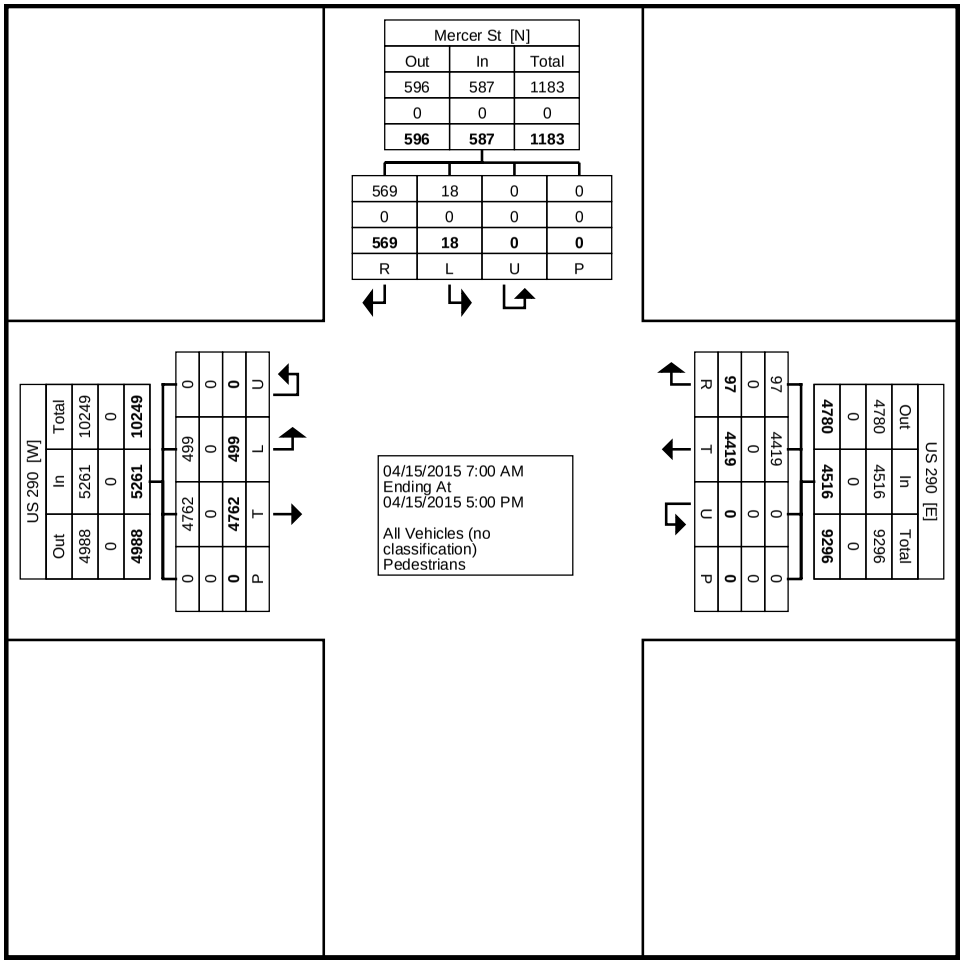
Turning Movement Data

Start Time	Mercer St Southbound					US 290 Westbound					US 290 Eastbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
7:00 AM	1	12	0	0	13	180	13	0	0	193	20	243	0	0	263	469
7:15 AM	0	24	0	0	24	222	12	0	0	234	19	217	0	0	236	494
7:30 AM	0	25	0	0	25	263	8	0	0	271	23	287	0	0	310	606
7:45 AM	3	29	0	0	32	233	8	0	0	241	19	252	0	0	271	544
Hourly Total	4	90	0	0	94	898	41	0	0	939	81	999	0	0	1080	2113
8:00 AM	0	38	0	0	38	313	5	0	0	318	23	219	0	0	242	598
8:15 AM	0	40	0	0	40	410	4	0	0	414	20	268	0	0	288	742
8:30 AM	1	39	0	0	40	379	1	0	0	380	34	362	0	0	396	816
8:45 AM	1	34	0	0	35	284	5	0	0	289	40	373	0	0	413	737
Hourly Total	2	151	0	0	153	1386	15	0	0	1401	117	1222	0	0	1339	2893
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	1	43	0	0	44	247	4	0	0	251	15	270	0	0	285	580
3:15 PM	1	48	0	0	49	217	4	0	0	221	26	337	0	0	363	633
3:30 PM	0	35	0	0	35	239	2	0	0	241	23	312	0	0	335	611
3:45 PM	1	45	0	0	46	318	1	0	0	319	23	275	0	0	298	663
Hourly Total	3	171	0	0	174	1021	11	0	0	1032	87	1194	0	0	1281	2487
4:00 PM	1	35	0	0	36	356	4	0	0	360	27	290	0	0	317	713
4:15 PM	3	41	0	0	44	278	9	0	0	287	54	444	0	0	498	829
4:30 PM	1	40	0	0	41	237	7	0	0	244	86	335	0	0	421	706
4:45 PM	4	41	0	0	45	243	10	0	0	253	47	278	0	0	325	623
Hourly Total	9	157	0	0	166	1114	30	0	0	1144	214	1347	0	0	1561	2871
Grand Total	18	569	0	0	587	4419	97	0	0	4516	499	4762	0	0	5261	10364
Approach %	3.1	96.9	0.0	-	-	97.9	2.1	0.0	-	-	9.5	90.5	0.0	-	-	-
Total %	0.2	5.5	0.0	-	5.7	42.6	0.9	0.0	-	43.6	4.8	45.9	0.0	-	50.8	-
All Vehicles (no classification)	18	569	0	-	587	4419	97	0	-	4516	499	4762	0	-	5261	10364
% All Vehicles (no classification)	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: 6. US 290 at Mercer St
Site Code: 6
Start Date: 04/15/2015



Turning Movement Data Plot

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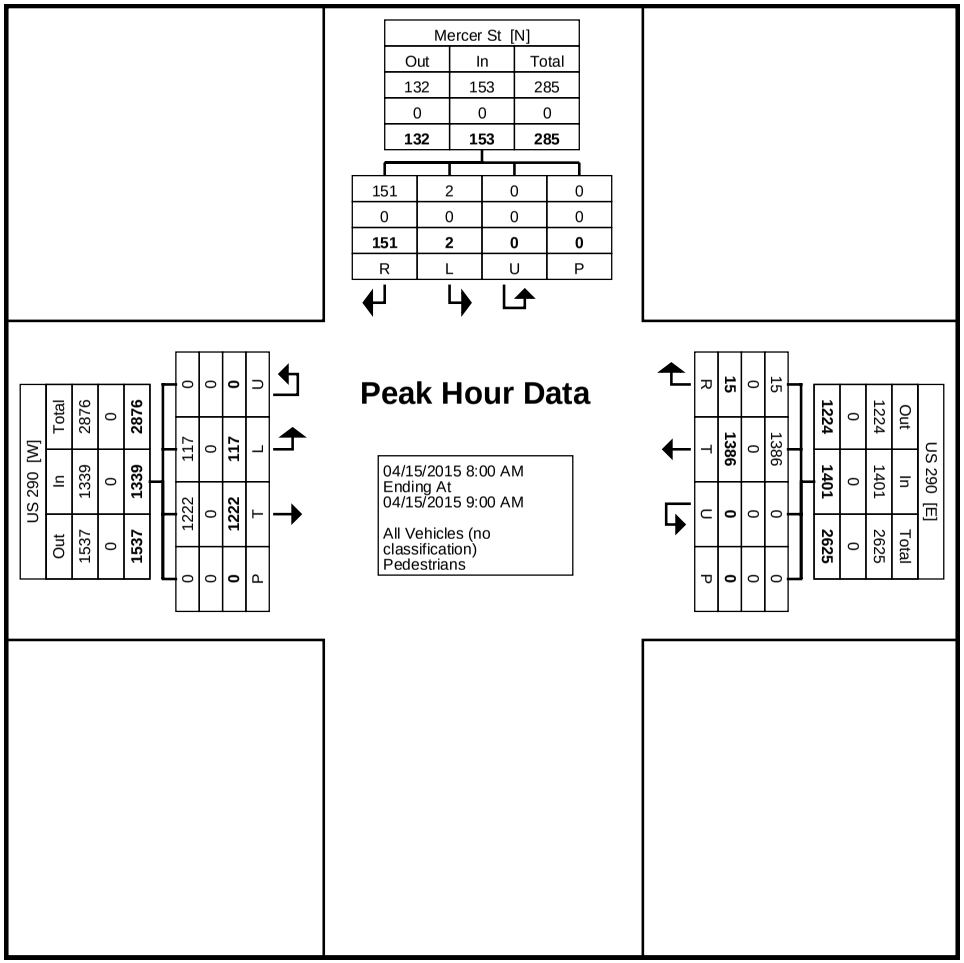
Turning Movement Peak Hour Data (8:00 AM)

Start Time	Mercer St Southbound					US 290 Westbound					US 290 Eastbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
8:00 AM	0	38	0	0	38	313	5	0	0	318	23	219	0	0	242	598
8:15 AM	0	40	0	0	40	410	4	0	0	414	20	268	0	0	288	742
8:30 AM	1	39	0	0	40	379	1	0	0	380	34	362	0	0	396	816
8:45 AM	1	34	0	0	35	284	5	0	0	289	40	373	0	0	413	737
Total	2	151	0	0	153	1386	15	0	0	1401	117	1222	0	0	1339	2893
Approach %	1.3	98.7	0.0	-	-	98.9	1.1	0.0	-	-	8.7	91.3	0.0	-	-	-
Total %	0.1	5.2	0.0	-	5.3	47.9	0.5	0.0	-	48.4	4.0	42.2	0.0	-	46.3	-
PHF	0.500	0.944	0.000	-	0.956	0.845	0.750	0.000	-	0.846	0.731	0.819	0.000	-	0.811	0.886
All Vehicles (no classification)	2	151	0	-	153	1386	15	0	-	1401	117	1222	0	-	1339	2893
% All Vehicles (no classification)	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: 6. US 290 at Mercer St
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Turning Movement Peak Hour Data Plot (8:00 AM)

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Count Name: 6. US 290 at Mercer St
Site Code: 6
Start Date: 04/15/2015

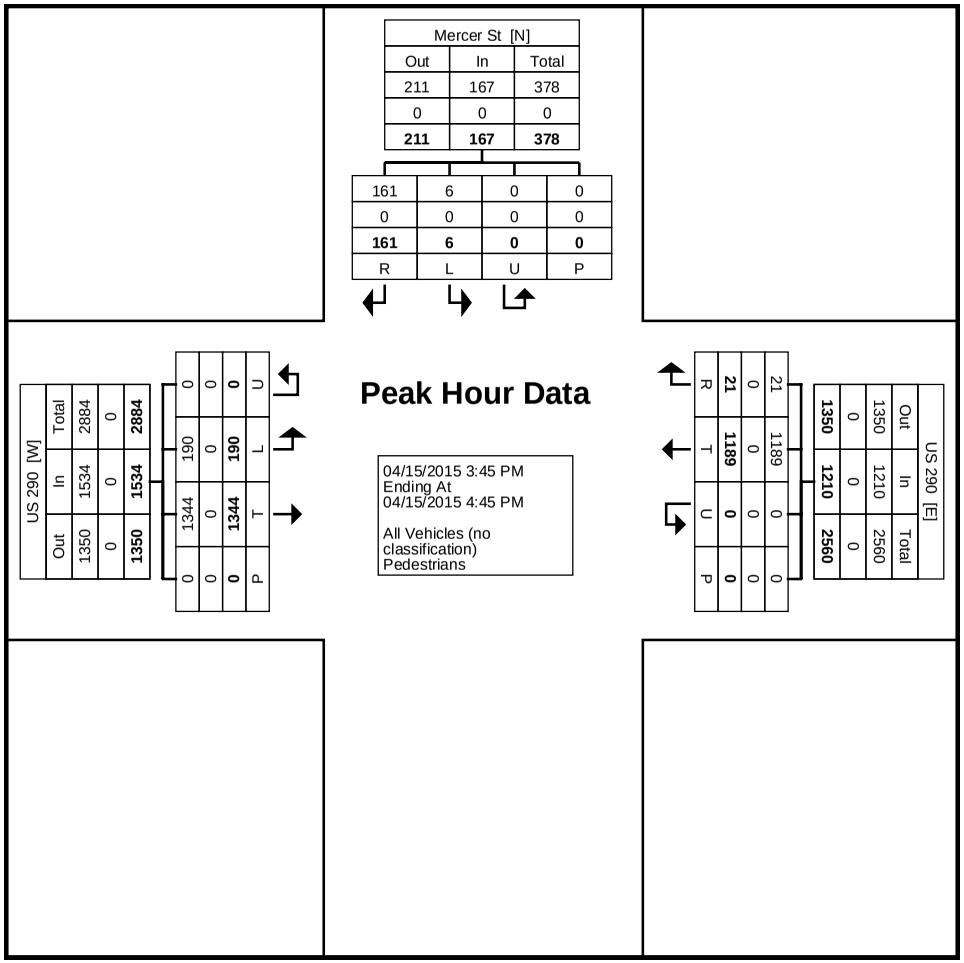
Turning Movement Peak Hour Data (3:45 PM)

Start Time	Mercer St Southbound					US 290 Westbound					US 290 Eastbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
3:45 PM	1	45	0	0	46	318	1	0	0	319	23	275	0	0	298	663
4:00 PM	1	35	0	0	36	356	4	0	0	360	27	290	0	0	317	713
4:15 PM	3	41	0	0	44	278	9	0	0	287	54	444	0	0	498	829
4:30 PM	1	40	0	0	41	237	7	0	0	244	86	335	0	0	421	706
Total	6	161	0	0	167	1189	21	0	0	1210	190	1344	0	0	1534	2911
Approach %	3.6	96.4	0.0	-	-	98.3	1.7	0.0	-	-	12.4	87.6	0.0	-	-	-
Total %	0.2	5.5	0.0	-	5.7	40.8	0.7	0.0	-	41.6	6.5	46.2	0.0	-	52.7	-
PHF	0.500	0.894	0.000	-	0.908	0.835	0.583	0.000	-	0.840	0.552	0.757	0.000	-	0.770	0.878
All Vehicles (no classification)	6	161	0	-	167	1189	21	0	-	1210	190	1344	0	-	1534	2911
% All Vehicles (no classification)	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: 6. US 290 at Mercer St
Site Code: 6
Start Date: 04/15/2015
Page No: 6



Turning Movement Peak Hour Data Plot (3:45 PM)

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1991

HDR

Study Name	7. US 290 at Mighty Tiger Trail
Start Date	Tuesday, April 14, 2015 7:00 AM
End Date	Tuesday, April 14, 2015 5:00 PM
Site Code	7

Road Volumes

TMV	Movement	Southbound		Southbound Total	Westbound			Westbound Total	Eastbound			Eastbound Total	Grand Total
Interval		L	R	U		R	U	T		L	U	T		
4/14/2015 7:00		11	11	0	22	5	0	86	91	16	0	189	205	318
4/14/2015 7:15		7	13	0	20	11	0	111	122	21	0	184	205	347
4/14/2015 7:30		44	38	0	82	20	0	139	159	24	0	213	237	478
4/14/2015 7:45		22	22	0	44	46	0	156	202	16	0	178	194	440
4/14/2015 8:00		30	16	0	46	58	0	157	215	37	0	198	235	496
4/14/2015 8:15		38	40	0	78	60	0	250	310	46	0	242	288	676
4/14/2015 8:30		52	38	0	90	55	0	252	307	66	0	289	355	752
4/14/2015 8:45		52	30	0	82	40	0	181	221	38	0	252	290	593
4/14/2015 15:00		9	11	0	20	7	0	211	218	9	0	174	183	421
4/14/2015 15:15		53	25	0	78	10	0	222	232	9	0	179	188	498
4/14/2015 15:30		16	6	0	22	12	0	213	225	7	0	201	208	455
4/14/2015 15:45		14	11	0	25	11	0	243	254	12	1	196	209	488
4/14/2015 16:00		15	14	0	29	30	0	326	356	20	0	220	240	625
4/14/2015 16:15		97	56	0	153	20	0	236	256	60	0	342	402	811
4/14/2015 16:30		58	39	0	97	12	0	235	247	37	0	263	300	644
4/14/2015 16:45		22	18	0	40	9	0	239	248	7	0	220	227	515
Grand Total		540	388	0	928	406	0	3257	3663	425	1	3540	3966	8557

Crosswalk Volumes

	Movement	Southbound		Southbound Total	Westbound		Westbound Total	Eastbound		Eastbound Total	Grand Total
Interval		PCCW	PCW		PCCW	PCW		PCCW	PCW		
7:00 AM		0	0	0	0	0	0	0	0	0	0
7:15 AM		0	0	0	0	0	0	0	0	0	0
7:30 AM		0	0	0	0	0	0	0	0	0	0
7:45 AM		0	0	0	0	0	0	0	0	0	0
8:00 AM		0	0	0	0	0	0	0	0	0	0
8:15 AM		0	1	1	0	0	0	0	0	0	1
8:30 AM		0	0	0	0	0	0	0	0	0	0
8:45 AM		0	0	0	0	0	0	0	0	0	0
3:00 PM		0	0	0	0	0	0	0	0	0	0
3:15 PM		0	0	0	0	0	0	0	0	0	0
3:30 PM		0	0	0	0	0	0	0	0	0	0
3:45 PM		0	0	0	0	0	0	0	0	0	0
4:00 PM		0	0	0	0	0	0	0	0	0	0
4:15 PM		0	0	0	0	0	0	0	0	0	0
4:30 PM		0	0	0	0	0	0	0	0	0	0
4:45 PM		0	0	0	0	0	0	0	0	0	0
Grand Total		0	1	1	0	0	0	0	0	0	1

Study Name	9. US 290 at Meadow Oaks Dr
Start Date	Tuesday, April 14, 2015 7:00 AM
End Date	Tuesday, April 14, 2015 5:00 PM
Site Code	9

Road Volumes

TMV	Movement				Southbound To	Westbound				Westbound To	Northbound				Northbound Tc	Eastbound				Eastbound Tot	Grand Total
	Southbound																				
Interval	L	T	R	U		L	T	R	U		L	T	R	U		L	T	R	U		
4/14/2015 7:00	5	1	1	0	7	0	84	0	0	84	0	0	0	0	0	2	161	0	0	163	254
4/14/2015 7:15	12	0	5	0	17	0	101	5	0	106	0	0	0	0	0	1	176	0	0	177	300
4/14/2015 7:30	3	0	1	0	4	0	148	0	0	148	0	0	2	0	2	2	184	0	0	186	340
4/14/2015 7:45	13	0	2	0	15	1	159	2	0	162	0	0	0	0	0	7	174	0	0	181	358
4/14/2015 8:00	6	0	9	0	15	2	148	2	0	152	0	0	1	0	1	2	206	0	0	208	376
4/14/2015 8:15	13	0	6	0	19	3	249	4	0	256	1	0	2	0	3	13	279	0	0	292	570
4/14/2015 8:30	16	0	7	0	23	2	248	0	0	250	0	0	5	0	5	11	303	0	0	314	592
4/14/2015 8:45	10	1	6	0	17	0	182	1	0	183	0	0	3	0	3	5	248	0	0	253	456
4/14/2015 15:00	9	0	6	0	15	4	170	3	0	177	1	0	7	0	8	1	122	0	0	123	323
4/14/2015 15:15	9	2	8	0	19	9	190	4	0	203	2	0	8	0	10	4	137	0	0	141	373
4/14/2015 15:30	4	0	6	0	10	7	193	5	0	205	4	0	11	0	15	3	166	0	0	169	399
4/14/2015 15:45	16	2	8	0	26	5	197	5	0	207	1	0	3	0	4	2	142	0	0	144	381
4/14/2015 16:00	8	0	9	0	17	10	271	1	0	282	0	0	8	0	8	4	182	0	0	186	493
4/14/2015 16:15	9	0	9	0	18	5	238	2	0	245	0	3	30	0	33	7	369	0	1	377	673
4/14/2015 16:30	9	0	5	0	14	9	215	2	0	226	0	0	7	0	7	3	245	0	0	248	495
4/14/2015 16:45	6	0	3	0	9	10	207	7	0	224	0	0	8	0	8	3	167	0	0	170	411
Grand Total	148	6	91	0	245	67	3000	43	0	3110	9	3	95	0	107	70	3261	0	1	3332	6794

Crosswalk Volumes

	Movement				Southbound Tc	Westbound				Westbound To	Northbound				Northbound Tc	Eastbound				Eastbound Tot	Grand Total
	Southbound																				
Interval	PCCW	PCW				PCCW	PCW				PCCW	PCW				PCCW	PCW				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	1	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3

QUALITY COUNTS REPORT
==========

Intersection:	Bell Springs Rd	US Hwy 290
City/State:	Dripping Springs	TX
QCJobNo:	12788901	
ClientID:		
Date:	9/9/2014	
Comments:		

PEAK HOUR START	8:00 AM
PEAK HOUR END	9:00 AM
PEAK 15-MIN START	8:30 AM
PEAK 15-MIN END	8:45 AM
PHF	0.92

Lane Configuration:										
	SIGNAL	SBLane1	SBLane2	SBLane3	SBLane4	SBLane5	SBLane6	SBLane7		
		LTR								SIGNAL
EBLane7									TR	WBLane1
EBLane6									T	WBLane2
EBLane5									L	WBLane3
EBLane4										WBLane4
EBLane3	L									WBLane5
EBLane2	T									WBLane6
EBLane1	TR									WBLane7
SIGNAL								LTR		
		NBLane7	NBLane6	NBLane5	NBLane4	NBLane3	NBLane2	NBLane1	SIGNAL	

PEAK-HOUR VOLUMES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
	29	8	8	109	25	5	7	518	1	11	344	67	45	139	526	422	82	35	637	378
PERCENT HEAVY VEHICLES																				
	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
	96.6	0	62.5	8.3	4	20	28.6	5.6	100	36.4	18.3	3	73.3	7.9	6.1	16.4	4.9	17.1	6.8	24.3

PEAK-HOUR VOLUMES - PEDESTRIANS

	North	South	East	West
	0	0	0	0

PEAK-HOUR VOLUMES - BICYCLES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
	0	0	0	0	0	0	0	0	0	0	0	0

PEAK 15-MIN FLOWRATES

VehicleType	NBLeft	NBThru	NBRight	NBUTurn	NBRTOR	SBLeft	SBThru	SBRight	SBUTurn	SBRTOR	EBLeft	EBThru	EBRight	EBUTurn	EBRTOR	WBLeft	WBThru	WBRight	WBUTurn	WBRTOR	Total
All Vehicles	68	0	12	0	0	100	32	8	0	0	0	512	0	0	0	20	388	76	8	0	1224
Heavy Trucks	64	0	0			16	0	0			0	28	0			12	60	4			184
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals
7:00 AM	0	2	0	0	0	17	2	3	0	0	4	99	0	0	0	0	66	7	0	0	200	
7:15 AM	0	0	0	0	0	39	0	1	0	0	0	147	0	0	0	0	66	9	0	0	262	
7:30 AM	1	0	0	0	0	27	0	2	0	0	0	127	0	0	0	0	80	18	0	0	255	
7:45 AM	2	0	0	0	0	30	1	5	0	0	3	108	0	0	0	1	98	21	0	0	269	986
8:00 AM	0	2	1	0	0	36	3	1	0	0	2	107	1	0	0	2	56	11	0	0	222	1008
8:15 AM	11	2	4	0	0	27	9	1	0	0	2	135	0	0	0	2	88	18	0	0	299	1045
8:30 AM	17	0	3	0	0	25	8	2	0	0	0	128	0	0	0	5	97	19	2	0	306	1096
8:45 AM	1	4	0	0	0	21	5	1	0	0	3	148	0	0	0	0	103	19	0	0	305	1132

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	2	0	0	2	8	0	0	2	0	14
7:15 AM	0	0	0	2	0	0	0	7	0	0	12	1	22
7:30 AM	0	0	0	0	0	0	0	3	0	0	16	1	20
7:45 AM	0	0	0	2	0	1	2	6	0	0	9	0	20
8:00 AM	0	0	1	3	0	1	0	4	1	1	7	1	19
8:15 AM	11	0	4	1	1	0	1	6	0	0	31	0	55
8:30 AM	16	0	0	4	0	0	0	7	0	3	15	1	46
8:45 AM	1	0	0	1	0	0	1	12	0	0	10	0	25

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

QUALITY COUNTS REPORT
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Intersection:	Bell Springs Rd	US Hwy 290
City/State:	Dripping Springs	TX
QCJobNo:	12788902	
ClientID:		
Date:	9/9/2014	
Comments:		
PEAK HOUR START	4:15 PM	
PEAK HOUR END	5:15 PM	
PEAK 15-MIN START	4:15 PM	
PEAK 15-MIN END	4:30 PM	
PHF	0.95	

Lane Configuration:										
	SIGNAL	SBLane1	SBLane2	SBLane3	SBLane4	SBLane5	SBLane6	SBLane7		
		LTR								SIGNAL
EBLane7									TR	WBLane1
EBLane6									T	WBLane2
EBLane5									L	WBLane3
EBLane4										WBLane4
EBLane3	L									WBLane5
EBLane2	T									WBLane6
EBLane1	TR									WBLane7
SIGNAL								LTR		
		NBLane7	NBLane6	NBLane5	NBLane4	NBLane3	NBLane2	NBLane1	SIGNAL	

PEAK-HOUR VOLUMES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
	11	7	44	81	7	8	17	430	1	15	594	124	62	96	448	733	148	23	555	613

PERCENT HEAVY VEHICLES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
	0	0	68.2	4.9	0	12.5	5.9	6.3	0	0	6.4	4.8	48.4	5.2	6.3	6	4.7	0	11	6.4

PEAK-HOUR VOLUMES - PEDESTRIANS

	North	South	East	West	
	0	0	0	1	

PEAK-HOUR VOLUMES - BICYCLES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
	0	0	0	0	0	0	0	0	0	0	0	0

PEAK 15-MIN FLOWRATES

VehicleType	NBLeft	NBThru	NBRight	NBUTurn	NBRTOR	SBLeft	SBThru	SBRight	SBUTurn	SBRTOR	EBLeft	EBThru	EBRight	EBUTurn	EBRTOR	WBLeft	WBThru	WBRight	WBUTurn	WBRTOR	Total
All Vehicles	36	24	116	0	0	88	8	4	0	0	12	436	0	0	0	52	524	108	0	0	1408
Heavy Trucks	0	0	72			4	0	0			0	36	0			0	24	8			144
Pedestrians			0				0					4					0				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals
4:00 PM	0	1	3	0	0	13	4	6	0	0	1	101	1	0	0	14	144	27	0	0	315	
4:15 PM	9	6	29	0	0	22	2	1	0	0	3	109	0	0	0	13	131	27	0	0	352	
4:30 PM	2	0	13	0	0	14	3	2	0	0	4	105	0	0	0	1	158	33	0	0	335	
4:45 PM	0	0	1	0	0	17	1	4	0	0	5	101	0	0	0	0	140	35	0	0	304	1306
5:00 PM	0	1	1	0	0	28	1	1	0	0	5	115	1	0	0	1	165	29	0	0	348	1339
5:15 PM	3	3	1	0	0	25	1	5	0	0	4	106	0	0	0	1	157	34	0	0	340	1327
5:30 PM	0	1	0	0	0	20	0	3	0	0	4	132	0	0	0	0	151	23	0	0	334	1326
5:45 PM	2	0	6	0	0	16	3	5	0	0	4	121	0	0	0	0	115	22	0	0	294	1316

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
4:00 PM	0	1	2	1	1	2	0	3	0	6	19	1	36
4:15 PM	0	0	18	1	0	0	0	9	0	0	6	2	36
4:30 PM	0	0	12	1	0	0	0	11	0	0	13	1	38
4:45 PM	0	0	0	0	0	1	1	3	0	0	14	1	20
5:00 PM	0	0	0	2	0	0	0	4	0	0	5	2	13
5:15 PM	0	0	0	3	0	1	0	7	0	0	19	0	30
5:30 PM	0	0	0	0	0	0	0	13	0	0	13	0	26
5:45 PM	0	0	0	0	0	0	2	9	0	0	9	1	21

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

QUALITY COUNTS REPORT
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Intersection:	Tiger Ln	US Hwy 290
City/State:	Dripping S	TX
QCJobNo:	12788903	
ClientID:		
Date:	9/9/2014	
Comments:		

PEAK HOUR START	8:00 AM
PEAK HOUR END	9:00 AM
PEAK 15-MIN START	8:30 AM
PEAK 15-MIN END	8:45 AM
PHF	0.91

Lane Configuration:										
	STOP	SBLane1	SBLane2	SBLane3	SBLane4	SBLane5	SBLane6	SBLane7		
		LTR								
EBLane7									T	WBLane1
EBLane6									T	WBLane2
EBLane5									L	WBLane3
EBLane4										WBLane4
EBLane3	L									WBLane5
EBLane2	T									WBLane6
EBLane1	TR									WBLane7
								LTR		
		NBLane7	NBLane6	NBLane5	NBLane4	NBLane3	NBLane2	NBLane1	STOP	

PEAK-HOUR VOLUMES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEnterin	NBLeaving	SBLeaving	EBLeaving	WBLeaving
	11	0	1	2	0	0	1	531	29	25	354	1	12	2	561	380	2	54	534	365

PERCENT HEAVY VEHICLES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEnterin	NBLeaving	SBLeaving	EBLeaving	WBLeaving
	0	0	0	0	0	0	0	5.8	10.3	100	17.8	0	0	0	6.1	23.2	0	51.9	5.8	17.3

PEAK-HOUR VOLUMES - PEDESTRIANS

	North	South	East	West
	0	0	0	0

PEAK-HOUR VOLUMES - BICYCLES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
	0	0	0	0	0	0	0	0	0	0	0	0

PEAK 15-MIN FLOWRATES

VehicleType	NBLeft	NBThru	NBRight	NBUTurn	NBRTOR	SBLeft	SBThru	SBRight	SBUTurn	SBRTOR	EBLeft	EBThru	EBRight	EBUTurn	EBRTOR	WBLeft	WBThru	WBRight	WBUTurn	WBRTOR	Total
All Vehicles	16	0	0	0	0	0	0	0	0	0	0	524	28	0	0	16	464	0	0	0	1048
Heavy Trucks	0	0	0			0	0	0			0	24	0			16	104	0			144
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals
7:00 AM	2	0	1	0	0	0	0	0	0	0	0	97	3	0	0	0	68	0	0	0	171	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	149	2	0	0	0	73	0	0	0	224	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	128	4	0	0	0	82	0	0	0	214	
7:45 AM	3	0	0	0	0	0	0	0	0	0	0	112	1	0	0	0	103	0	0	0	219	828
8:00 AM	3	0	0	0	0	0	0	0	0	0	0	114	3	0	0	1	55	0	0	0	176	833
8:15 AM	2	0	1	0	0	1	0	0	0	0	0	135	15	0	0	20	80	1	0	0	255	864
8:30 AM	4	0	0	0	0	0	0	0	0	0	0	131	7	0	0	4	116	0	0	0	262	912
8:45 AM	2	0	0	0	0	1	0	0	0	0	1	151	4	0	0	0	103	0	0	0	262	955

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	9	0	0	2	0	11
7:15 AM	0	0	0	0	0	0	0	5	0	0	15	0	20
7:30 AM	0	0	0	0	0	0	0	4	1	0	13	0	18
7:45 AM	0	0	0	0	0	0	0	6	0	0	10	0	16
8:00 AM	0	0	0	0	0	0	0	6	1	1	7	0	15
8:15 AM	0	0	0	0	0	0	0	7	2	20	22	0	51
8:30 AM	0	0	0	0	0	0	0	6	0	4	26	0	36
8:45 AM	0	0	0	0	0	0	0	12	0	0	8	0	20

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

QUALITY COUNTS REPORT
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Intersection:	Tiger Ln	US Hwy 290
City/State:	Dripping Springs	TX
QCJobNo:	12788904	
ClientID:		
Date:	9/9/2014	
Comments:		

PEAK HOUR START	5:00 PM
PEAK HOUR END	6:00 PM
PEAK 15-MIN START	5:00 PM
PEAK 15-MIN END	5:15 PM
PHF	0.95

Lane Configuration:										
	STOP	SBLane1	SBLane2	SBLane3	SBLane4	SBLane5	SBLane6	SBLane7		
		LTR								
EBLane7									T	WBLane1
EBLane6									T	WBLane2
EBLane5									L	WBLane3
EBLane4										WBLane4
EBLane3	L									WBLane5
EBLane2	T									WBLane6
EBLane1	TR									WBLane7
								LTR		
		NBLane7	NBLane6	NBLane5	NBLane4	NBLane3	NBLane2	NBLane1	STOP	

PEAK-HOUR VOLUMES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
5	0	10	2	0	1	0	468	16	2	601	2	15	3	484	605	2	18	480	607

PERCENT HEAVY VEHICLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
0	0	0	0	0	0	0	8.5	0	0	9.3	0	0	0	8.3	9.3	0	0	8.3	9.2

PEAK-HOUR VOLUMES - PEDESTRIANS

North	South	East	West
0	0	0	0

PEAK-HOUR VOLUMES - BICYCLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
0	0	0	0	0	0	0	0	0	0	0	0

PEAK 15-MIN FLOWRATES

VehicleType	NBLeft	NBThru	NBRight	NBUTurn	NBRTOR	SBLeft	SBThru	SBRight	SBUTurn	SBRTOR	EBLeft	EBThru	EBRight	EBUTurn	EBRTOR	WBLeft	WBThru	WBRight	WBUTurn	WBRTOR	Total
All Vehicles	8	0	0	0	0	0	0	4	0	0	0	472	4	0	0	0	672	4	0	0	1164
Heavy Trucks	0	0	0			0	0	0			0	20	0			0	32	0			52
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	111	12	0	0	13	134	0	0	0	271	
4:15 PM	8	0	2	0	0	0	0	0	0	0	0	114	5	0	0	1	143	0	0	0	273	
4:30 PM	5	0	0	0	0	0	0	0	0	0	0	111	8	0	0	0	158	0	0	0	282	
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	113	0	0	0	0	143	0	0	0	257	1083
5:00 PM	2	0	0	0	0	0	0	1	0	0	0	118	1	0	0	0	168	1	0	0	291	1103
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	110	2	0	0	0	160	0	0	0	272	1102
5:30 PM	1	0	3	0	0	2	0	0	0	0	0	124	1	0	0	1	153	1	0	0	286	1106
5:45 PM	2	0	7	0	0	0	0	0	0	0	0	116	12	0	0	1	120	0	0	0	258	1107

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
4:00 PM	0	0	0	0	0	0	0	4	3	12	13	0	32
4:15 PM	0	0	0	0	0	0	0	11	1	1	7	0	20
4:30 PM	0	0	0	0	0	0	0	10	0	0	14	0	24
4:45 PM	0	0	0	0	0	0	0	5	0	0	16	0	21
5:00 PM	0	0	0	0	0	0	0	5	0	0	8	0	13
5:15 PM	0	0	0	0	0	0	0	10	0	0	24	0	34
5:30 PM	0	0	0	0	0	0	0	12	0	0	14	0	26
5:45 PM	0	0	0	0	0	0	0	13	0	0	10	0	23

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

QUALITY COUNTS REPORT
==========

Intersection:	Springs Ln	US Hwy 290
City/State:	Dripping Springs	TX
QCJobNo:	12788905	
ClientID:		
Date:	9/9/2014	
Comments:		
PEAK HOUR START	8:00 AM	
PEAK HOUR END	9:00 AM	
PEAK 15-MIN START	8:30 AM	
PEAK 15-MIN END	8:45 AM	
PHF	0.88	

Lane Configuration:										
	STOP	SBLane1	SBLane2	SBLane3	SBLane4	SBLane5	SBLane6	SBLane7		
		LR								
EBLane7									TR	WBLane1
EBLane6									T	WBLane2
EBLane5										WBLane3
EBLane4										WBLane4
EBLane3	L									WBLane5
EBLane2	T									WBLane6
EBLane1	T									WBLane7
		NBLane7	NBLane6	NBLane5	NBLane4	NBLane3	NBLane2	NBLane1	STOP	

PEAK-HOUR VOLUMES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
0	0	0	11	0	0	0	546	0	0	350	10	0	11	546	360	10	0	557	350

PERCENT HEAVY VEHICLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
0	0	0	0	0	0	0	5.9	0	0	19.7	0	0	0	5.9	19.2	0	0	5.7	19.7

PEAK-HOUR VOLUMES - PEDESTRIANS

North	South	East	West
1	1	1	0

PEAK-HOUR VOLUMES - BICYCLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
0	0	0	0	0	0	0	0	0	0	0	0

PEAK 15-MIN FLOWRATES

VehicleType	NBLeft	NBThru	NBRight	NBUTurn	NBRTOR	SBLeft	SBThru	SBRight	SBUTurn	SBRTOR	EBLeft	EBThru	EBRight	EBUTurn	EBRTOR	WBLeft	WBThru	WBRight	WBUTurn	WBRTOR	Total
All Vehicles	0	0	0	0	0	16	0	0	0	0	0	552	0	0	0	0	456	20	0	0	1044
Heavy Trucks	0	0	0			0	0	0			0	28	0			0	108	0			136
Pedestrians		4					4					0					4				12
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals
7:00 AM	0	0	0	0	0	5	0	0	0	0	0	94	0	0	0	0	68	3	0	0	170	
7:15 AM	0	0	0	0	0	8	0	2	0	0	0	143	0	0	0	0	67	0	0	0	220	
7:30 AM	0	0	0	0	0	5	0	1	0	0	1	123	0	0	0	0	75	7	0	0	212	
7:45 AM	0	0	0	0	0	7	0	0	0	0	0	110	0	0	0	0	100	5	0	0	222	824
8:00 AM	0	0	0	0	0	2	0	0	0	0	0	110	0	0	0	0	55	2	0	0	169	823
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	151	0	0	0	0	78	1	0	0	231	834
8:30 AM	0	0	0	0	0	4	0	0	0	0	0	138	0	0	0	0	114	5	0	0	261	883
8:45 AM	0	0	0	0	0	4	0	0	0	0	0	147	0	0	0	0	103	2	0	0	256	917

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	1	0	0	0	9	0	0	2	0	12
7:15 AM	0	0	0	0	0	0	0	6	0	0	14	0	20
7:30 AM	0	0	0	0	0	0	0	6	0	0	15	0	21
7:45 AM	0	0	0	1	0	0	0	5	0	0	9	1	16
8:00 AM	0	0	0	0	0	0	0	5	0	0	8	0	13
8:15 AM	0	0	0	0	0	0	0	7	0	0	23	0	30
8:30 AM	0	0	0	0	0	0	0	7	0	0	27	0	34
8:45 AM	0	0	0	0	0	0	0	13	0	0	11	0	24

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	1	1	0	3
8:45 AM	0	0	0	0	0

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

QUALITY COUNTS REPORT
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Intersection:	Springs Ln	US Hwy 290
City/State:	Dripping Springs	TX
QCJobNo:	12788906	
ClientID:		
Date:	9/9/2014	
Comments:		
PEAK HOUR START	4:30 PM	
PEAK HOUR END	5:30 PM	
PEAK 15-MIN START	4:30 PM	
PEAK 15-MIN END	4:45 PM	
PHF	0.97	

Lane Configuration:										
	STOP	SBLane1	SBLane2	SBLane3	SBLane4	SBLane5	SBLane6	SBLane7		
		LR								
EBLane7									TR	WBLane1
EBLane6									T	WBLane2
EBLane5										WBLane3
EBLane4										WBLane4
EBLane3	L									WBLane5
EBLane2	T									WBLane6
EBLane1	T									WBLane7
		NBLane7	NBLane6	NBLane5	NBLane4	NBLane3	NBLane2	NBLane1	STOP	

PEAK-HOUR VOLUMES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
	0	0	0	17	0	1	0	446	0	0	611	21	0	18	446	632	21	0	463	612

PERCENT HEAVY VEHICLES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
	0	0	0	17.6	0	0	0	5.8	0	0	8.3	9.5	0	16.7	5.8	8.4	9.5	0	6.3	8.3

PEAK-HOUR VOLUMES - PEDESTRIANS

	North	South	East	West
	1	0	0	0

PEAK-HOUR VOLUMES - BICYCLES

	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
	0	0	0	0	0	0	0	0	0	0	2	0

PEAK 15-MIN FLOWRATES

VehicleType	NBLeft	NBThru	NBRight	NBUTurn	NBRTOR	SBLeft	SBThru	SBRight	SBUTurn	SBRTOR	EBLeft	EBThru	EBRight	EBUTurn	EBRTOR	WBLeft	WBThru	WBRight	WBUTurn	WBRTOR	Total
All Vehicles	0	0	0	0	0	28	0	0	0	0	0	448	0	0	0	0	632	20	0	0	1128
Heavy Trucks	0	0	0			8	0	0			0	36	0			0	40	0			84
Pedestrians		0					4					0					0				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals
4:00 PM	0	0	0	0	0	5	0	1	0	0	0	114	0	0	0	0	124	8	0	0	252	
4:15 PM	0	0	0	0	0	9	0	0	0	0	2	106	0	0	0	0	142	4	0	0	263	
4:30 PM	0	0	0	0	0	7	0	0	0	0	0	112	0	0	0	0	158	5	0	0	282	
4:45 PM	0	0	0	0	0	4	0	1	0	0	0	110	0	0	0	0	145	5	0	0	265	1062
5:00 PM	0	0	0	0	0	5	0	0	0	0	0	110	0	0	0	0	159	8	0	0	282	1092
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	114	0	0	0	0	149	3	0	0	267	1096
5:30 PM	0	0	0	0	0	7	0	1	0	0	0	115	0	0	0	0	150	4	0	0	277	1091
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	124	0	0	0	0	119	3	0	0	247	1073

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
4:00 PM	0	0	0	0	0	1	0	8	0	0	8	0	17
4:15 PM	0	0	0	0	0	0	0	7	0	0	5	0	12
4:30 PM	0	0	0	2	0	0	0	9	0	0	10	0	21
4:45 PM	0	0	0	1	0	0	0	4	0	0	14	1	20
5:00 PM	0	0	0	0	0	0	0	3	0	0	8	0	11
5:15 PM	0	0	0	0	0	0	0	10	0	0	19	1	30
5:30 PM	0	0	0	0	0	0	0	11	0	0	13	0	24
5:45 PM	0	0	0	1	0	0	0	12	0	0	8	0	21

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Gram Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : DrippingSpringns-Founders Park Rd-RR12-AM
Site Code : 20
Start Date : 2/4/2015
Page No : 1

Groups Printed- Autos

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	1	256	0	0	257	2	0	0	0	2	0	55	0	0	55	0	0	0	0	0	314
07:15	0	286	0	0	286	1	0	0	0	1	0	88	1	0	89	0	0	0	0	0	376
07:30	0	279	0	0	279	1	0	0	0	1	0	74	0	0	74	0	0	0	0	0	354
07:45	0	257	0	0	257	0	0	0	0	0	0	89	2	0	91	0	0	0	0	0	348
Total	1	1078	0	0	1079	4	0	0	0	4	0	306	3	0	309	0	0	0	0	0	1392
08:00	0	220	0	0	220	1	0	0	0	1	0	82	1	0	83	0	0	0	0	0	304
08:15	0	230	0	0	230	3	0	0	0	3	0	84	0	0	84	0	0	0	0	0	317
08:30	0	174	0	0	174	2	0	0	0	2	0	98	0	0	98	0	0	0	0	0	274
08:45	0	196	0	0	196	0	0	0	0	0	0	117	0	0	117	0	0	0	0	0	313
Total	0	820	0	0	820	6	0	0	0	6	0	381	1	0	382	0	0	0	0	0	1208
Grand Total	1	1898	0	0	1899	10	0	0	0	10	0	687	4	0	691	0	0	0	0	0	2600
Apprch %	0.1	99.9	0	0		100	0	0	0		0	99.4	0.6	0		0	0	0	0		
Total %	0	73	0	0	73	0.4	0	0	0	0.4	0	26.4	0.2	0	26.6	0	0	0	0	0	

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	**1**	256	0	0	257	**2**	0	0	0	**2**	0	55	0	0	55	0	0	0	0	0	314
07:15	0	**286**	0	0	**286**	1	0	0	0	1	0	88	1	0	89	0	0	0	0	0	**376**
07:30	0	279	0	0	279	1	0	0	0	1	0	74	0	0	74	0	0	0	0	0	354
07:45	0	257	0	0	257	0	0	0	0	0	0	**89**	**2**	0	**91**	0	0	0	0	0	348
Total Volume	1	1078	0	0	1079	4	0	0	0	4	0	306	3	0	309	0	0	0	0	0	1392
% App. Total	0.1	99.9	0	0		100	0	0	0		0	99	1	0		0	0	0	0		
PHF	.250	.942	.000	.000	.943	.500	.000	.000	.000	.500	.000	.860	.375	.000	.849	.000	.000	.000	.000	.000	.926

Gram Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : DrippingSpringns-Founders Park Rd-RR12-AM
Site Code : 20
Start Date : 2/4/2015
Page No : 2

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00					07:45					08:00					07:00					
+0 mins.	**1**	256	0	0	257	0	0	0	0	0	0	82	**1**	0	83	0	0	0	0	0	
+15 mins.	0	**286**	0	0	**286**	1	0	0	0	1	0	84	0	0	84	0	0	0	0	0	
+30 mins.	0	279	0	0	279	**3**	0	0	0	**3**	0	98	0	0	98	0	0	0	0	0	
+45 mins.	0	257	0	0	257	2	0	0	0	2	0	**117**	0	0	**117**	0	0	0	0	0	
Total Volume	1	1078	0	0	1079	6	0	0	0	6	0	381	1	0	382	0	0	0	0	0	
% App. Total	0.1	99.9	0	0		100	0	0	0		0	99.7	0.3	0		0	0	0	0		
PHF	.250	.942	.000	.000	.943	.500	.000	.000	.000	.500	.000	.814	.250	.000	.816	.000	.000	.000	.000	.000	

Gram Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : DrippingSpringns-Founders Park Rd-RR12-PM
Site Code : 00000010
Start Date : 2/4/2015
Page No : 1

Groups Printed- Autos

	RR 12 Southbound					Founders Park Rd Westbound					RR 12 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	0	118	0	0	118	0	0	0	0	0	0	185	3	0	188	0	0	0	0	0	306
16:15	1	118	0	0	119	1	0	0	0	1	0	254	1	0	255	0	0	0	0	0	375
16:30	0	133	0	0	133	0	0	1	0	1	0	238	0	0	238	0	0	0	0	0	372
16:45	0	127	0	0	127	0	0	1	0	1	0	237	1	0	238	0	0	0	0	0	366
Total	1	496	0	0	497	1	0	2	0	3	0	914	5	0	919	0	0	0	0	0	1419
17:00	0	141	0	0	141	0	0	0	0	0	0	263	1	0	264	0	0	0	0	0	405
17:15	0	121	0	0	121	1	0	0	0	1	0	262	0	0	262	0	0	0	0	0	384
17:30	0	124	0	0	124	0	0	0	0	0	0	271	0	0	271	0	0	0	0	0	395
17:45	0	117	0	0	117	1	0	0	0	1	0	260	1	0	261	0	0	0	0	0	379
Total	0	503	0	0	503	2	0	0	0	2	0	1056	2	0	1058	0	0	0	0	0	1563
Grand Total	1	999	0	0	1000	3	0	2	0	5	0	1970	7	0	1977	0	0	0	0	0	2982
Apprch %	0.1	99.9	0	0		60	0	40	0		0	99.6	0.4	0		0	0	0	0		
Total %	0	33.5	0	0	33.5	0.1	0	0.1	0	0.2	0	66.1	0.2	0	66.3	0	0	0	0	0	

	RR 12 Southbound					Founders Park Rd Westbound					RR 12 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	**141**	0	0	**141**	0	0	0	0	0	0	263	**1**	0	264	0	0	0	0	0	**405**
17:15	0	121	0	0	121	**1**	0	0	0	**1**	0	262	0	0	262	0	0	0	0	0	384
17:30	0	124	0	0	124	0	0	0	0	0	0	**271**	0	0	**271**	0	0	0	0	0	395
17:45	0	117	0	0	117	1	0	0	0	1	0	260	1	0	261	0	0	0	0	0	379
Total Volume	0	503	0	0	503	2	0	0	0	2	0	1056	2	0	1058	0	0	0	0	0	1563
% App. Total	0	100	0	0		100	0	0	0		0	99.8	0.2	0		0	0	0	0		
PHF	.000	.892	.000	.000	.892	.500	.000	.000	.000	.500	.000	.974	.500	.000	.976	.000	.000	.000	.000	.000	.965

Gram Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : DrippingSpringns-Founders Park Rd-RR12-PM
Site Code : 00000010
Start Date : 2/4/2015
Page No : 2

	RR 12 Southbound					Founders Park Rd Westbound					RR 12 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:30					16:00					17:00					16:00					
+0 mins.	0	133	0	0	133	0	0	0	0	0	0	263	**1**	0	264	0	0	0	0	0	
+15 mins.	0	127	0	0	127	**1**	0	0	0	**1**	0	262	0	0	262	0	0	0	0	0	
+30 mins.	0	**141**	0	0	**141**	0	0	**1**	0	1	0	**271**	0	0	**271**	0	0	0	0	0	
+45 mins.	0	121	0	0	121	0	0	1	0	1	0	260	1	0	261	0	0	0	0	0	
Total Volume	0	522	0	0	522	1	0	2	0	3	0	1056	2	0	1058	0	0	0	0	0	
% App. Total	0	100	0	0		33.3	0	66.7	0		0	99.8	0.2	0		0	0	0	0		
PHF	.000	.926	.000	.000	.926	.250	.000	.500	.000	.750	.000	.974	.500	.000	.976	.000	.000	.000	.000	.000	

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Count Name: RM 12 at FM 150
Site Code:
Start Date: 05/14/2015

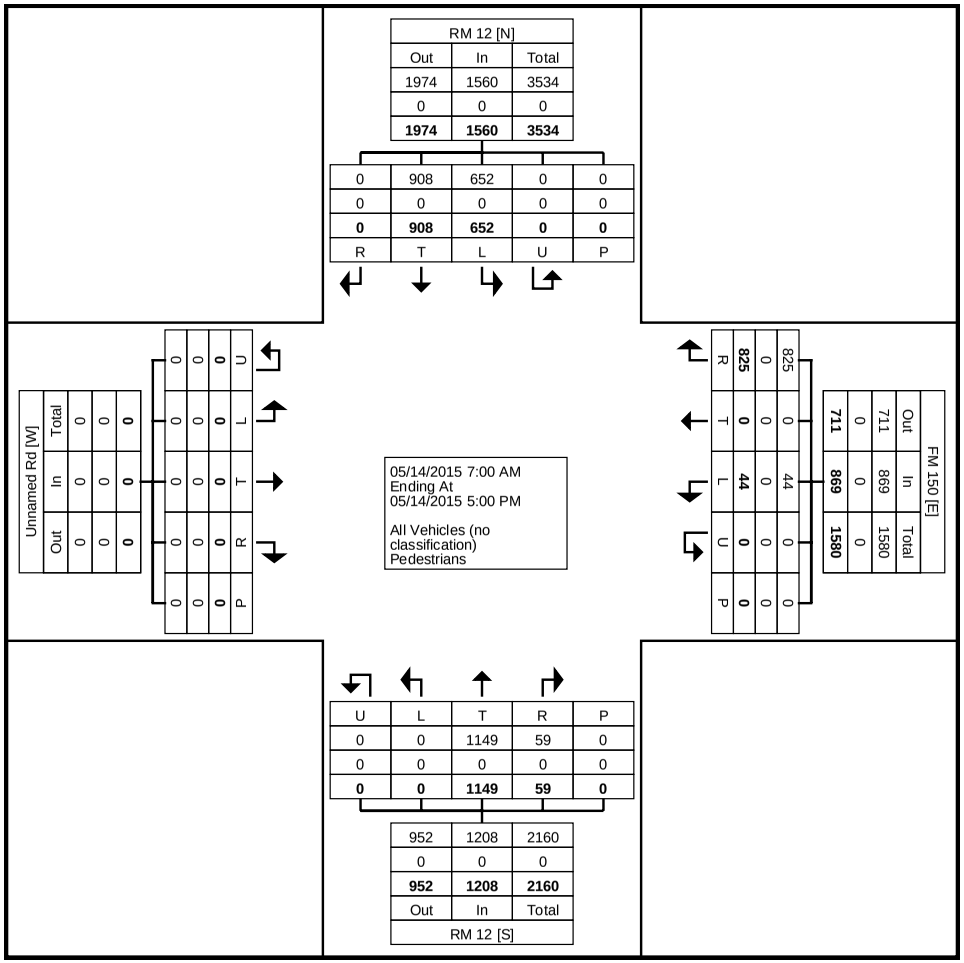
Turning Movement Data

Start Time	RM 12 Southbound						FM 150 Westbound						RM 12 Northbound						Unnamed Rd Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	15	17	0	0	0	32	1	0	48	0	0	49	0	77	3	0	0	80	0	0	0	0	0	0	161
7:15 AM	27	27	0	0	0	54	1	0	88	0	0	89	0	101	1	0	0	102	0	0	0	0	0	0	245
7:30 AM	29	35	0	0	0	64	3	0	56	0	0	59	0	78	3	0	0	81	0	0	0	0	0	0	204
7:45 AM	28	49	0	0	0	77	5	0	62	0	0	67	0	100	3	0	0	103	0	0	0	0	0	0	247
Hourly Total	99	128	0	0	0	227	10	0	254	0	0	264	0	356	10	0	0	366	0	0	0	0	0	0	857
8:00 AM	27	32	0	0	0	59	6	0	65	0	0	71	0	98	4	0	0	102	0	0	0	0	0	0	232
8:15 AM	25	47	0	0	0	72	3	0	69	0	0	72	0	76	0	0	0	76	0	0	0	0	0	0	220
8:30 AM	37	32	0	0	0	69	1	0	60	0	0	61	0	89	3	0	0	92	0	0	0	0	0	0	222
8:45 AM	45	33	0	0	0	78	3	0	48	0	0	51	0	79	6	0	0	85	0	0	0	0	0	0	214
Hourly Total	134	144	0	0	0	278	13	0	242	0	0	255	0	342	13	0	0	355	0	0	0	0	0	0	888
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	42	71	0	0	0	113	3	0	34	0	0	37	0	44	2	0	0	46	0	0	0	0	0	0	196
3:15 PM	47	70	0	0	0	117	3	0	32	0	0	35	0	54	5	0	0	59	0	0	0	0	0	0	211
3:30 PM	49	74	0	0	0	123	2	0	39	0	0	41	0	50	3	0	0	53	0	0	0	0	0	0	217
3:45 PM	50	53	0	0	0	103	0	0	46	0	0	46	0	79	6	0	0	85	0	0	0	0	0	0	234
Hourly Total	188	268	0	0	0	456	8	0	151	0	0	159	0	227	16	0	0	243	0	0	0	0	0	0	858
4:00 PM	39	77	0	0	0	116	3	0	50	0	0	53	0	45	3	0	0	48	0	0	0	0	0	0	217
4:15 PM	64	90	0	0	0	154	4	0	40	0	0	44	0	52	6	0	0	58	0	0	0	0	0	0	256
4:30 PM	69	101	0	0	0	170	4	0	35	0	0	39	0	64	5	0	0	69	0	0	0	0	0	0	278
4:45 PM	59	100	0	0	0	159	2	0	53	0	0	55	0	63	6	0	0	69	0	0	0	0	0	0	283
Hourly Total	231	368	0	0	0	599	13	0	178	0	0	191	0	224	20	0	0	244	0	0	0	0	0	0	1034
Grand Total	652	908	0	0	0	1560	44	0	825	0	0	869	0	1149	59	0	0	1208	0	0	0	0	0	0	3637
Approach %	41.8	58.2	0.0	0.0	-	-	5.1	0.0	94.9	0.0	-	-	0.0	95.1	4.9	0.0	-	-	NaN	NaN	NaN	NaN	-	-	-
Total %	17.9	25.0	0.0	0.0	-	42.9	1.2	0.0	22.7	0.0	-	23.9	0.0	31.6	1.6	0.0	-	33.2	0.0	0.0	0.0	0.0	-	0.0	-
All Vehicles (no classification)	652	908	0	0	-	1560	44	0	825	0	-	869	0	1149	59	0	-	1208	0	0	0	0	-	0	3637
% All Vehicles (no classification)	100.0	100.0	-	-	-	100.0	100.0	-	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	-	-	-	-	-	-	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: RM 12 at FM 150
Site Code:
Start Date: 05/14/2015



Turning Movement Data Plot

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Count Name: RM 12 at FM 150
Site Code:
Start Date: 05/14/2015

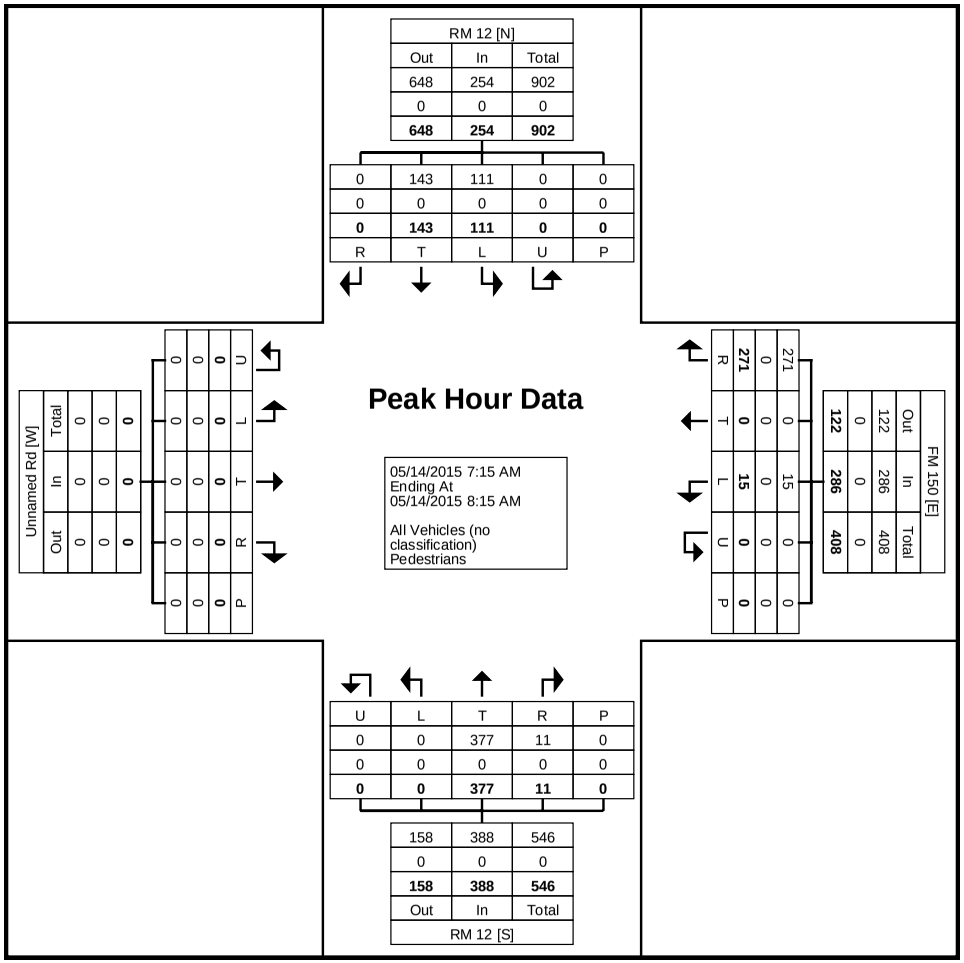
Turning Movement Peak Hour Data (7:15 AM)

Start Time	RM 12 Southbound						FM 150 Westbound						RM 12 Northbound						Unnamed Rd Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:15 AM	27	27	0	0	0	54	1	0	88	0	0	89	0	101	1	0	0	102	0	0	0	0	0	0	245
7:30 AM	29	35	0	0	0	64	3	0	56	0	0	59	0	78	3	0	0	81	0	0	0	0	0	0	204
7:45 AM	28	49	0	0	0	77	5	0	62	0	0	67	0	100	3	0	0	103	0	0	0	0	0	0	247
8:00 AM	27	32	0	0	0	59	6	0	65	0	0	71	0	98	4	0	0	102	0	0	0	0	0	0	232
Total	111	143	0	0	0	254	15	0	271	0	0	286	0	377	11	0	0	388	0	0	0	0	0	0	928
Approach %	43.7	56.3	0.0	0.0	-	-	5.2	0.0	94.8	0.0	-	-	0.0	97.2	2.8	0.0	-	-	NaN	NaN	NaN	NaN	-	-	-
Total %	12.0	15.4	0.0	0.0	-	27.4	1.6	0.0	29.2	0.0	-	30.8	0.0	40.6	1.2	0.0	-	41.8	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.957	0.730	0.000	0.000	-	0.825	0.625	0.000	0.770	0.000	-	0.803	0.000	0.933	0.688	0.000	-	0.942	0.000	0.000	0.000	0.000	-	0.000	0.939
All Vehicles (no classification)	111	143	0	0	-	254	15	0	271	0	-	286	0	377	11	0	-	388	0	0	0	0	-	0	928
% All Vehicles (no classification)	100.0	100.0	-	-	-	100.0	100.0	-	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	-	-	-	-	-	-	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: RM 12 at FM 150
Site Code:
Start Date: 05/14/2015



Turning Movement Peak Hour Data Plot (7:15 AM)

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Count Name: RM 12 at FM 150
Site Code:
Start Date: 05/14/2015

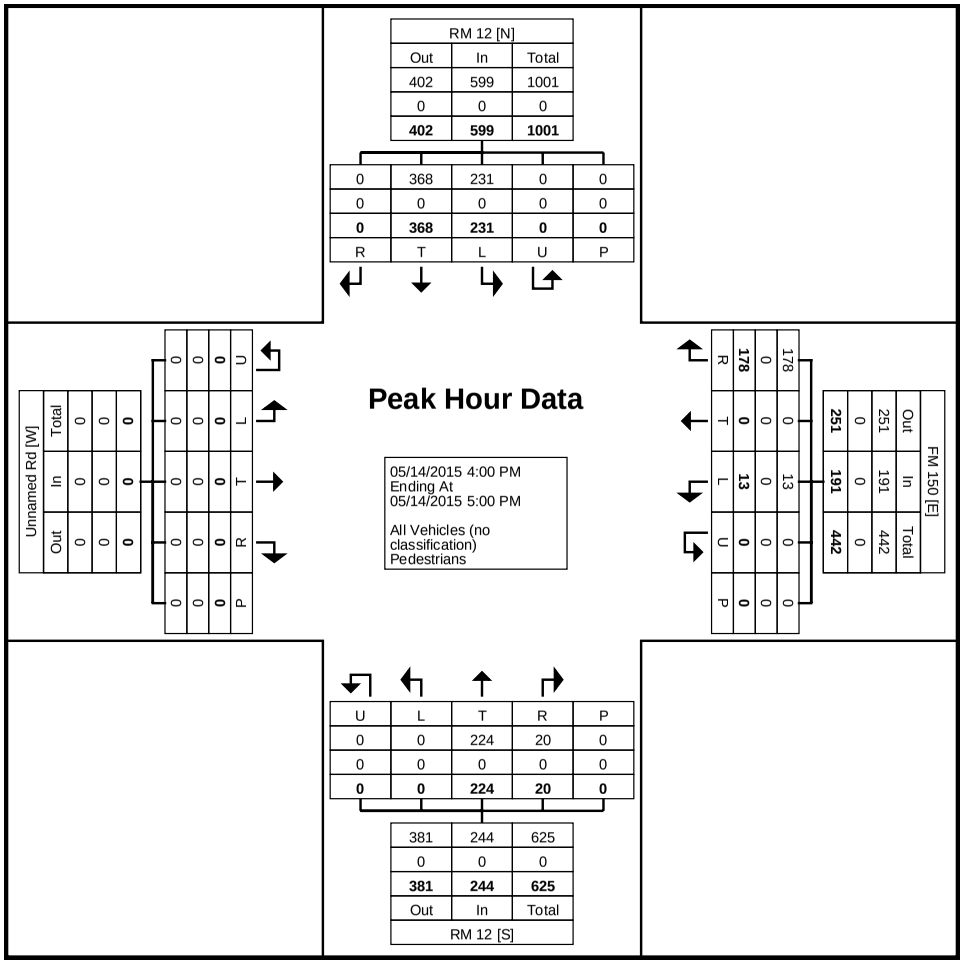
Turning Movement Peak Hour Data (4:00 PM)

Start Time	RM 12 Southbound						FM 150 Westbound						RM 12 Northbound						Unnamed Rd Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:00 PM	39	77	0	0	0	116	3	0	50	0	0	53	0	45	3	0	0	48	0	0	0	0	0	0	217
4:15 PM	64	90	0	0	0	154	4	0	40	0	0	44	0	52	6	0	0	58	0	0	0	0	0	0	256
4:30 PM	69	101	0	0	0	170	4	0	35	0	0	39	0	64	5	0	0	69	0	0	0	0	0	0	278
4:45 PM	59	100	0	0	0	159	2	0	53	0	0	55	0	63	6	0	0	69	0	0	0	0	0	0	283
Total	231	368	0	0	0	599	13	0	178	0	0	191	0	224	20	0	0	244	0	0	0	0	0	0	1034
Approach %	38.6	61.4	0.0	0.0	-	-	6.8	0.0	93.2	0.0	-	-	0.0	91.8	8.2	0.0	-	-	NaN	NaN	NaN	NaN	-	-	-
Total %	22.3	35.6	0.0	0.0	-	57.9	1.3	0.0	17.2	0.0	-	18.5	0.0	21.7	1.9	0.0	-	23.6	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.837	0.911	0.000	0.000	-	0.881	0.813	0.000	0.840	0.000	-	0.868	0.000	0.875	0.833	0.000	-	0.884	0.000	0.000	0.000	0.000	-	0.000	0.913
All Vehicles (no classification)	231	368	0	0	-	599	13	0	178	0	-	191	0	224	20	0	-	244	0	0	0	0	-	0	1034
% All Vehicles (no classification)	100.0	100.0	-	-	-	100.0	100.0	-	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	-	-	-	-	-	-	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: RM 12 at FM 150
Site Code:
Start Date: 05/14/2015



Turning Movement Peak Hour Data Plot (4:00 PM)

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HDR

2462

GRAM Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : US290-CanyonwoodAM
Site Code : 00000040
Start Date : 5/21/2014
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Canyonwood Dr Southbound					US 290 Westbound					Canyonwood Dr Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	14	0	9	0	23	0	154	0	0	154	0	0	1	0	1	0	201	0	0	201	379
07:15	18	1	12	0	31	4	202	0	0	206	0	0	0	0	0	0	160	0	0	160	397
07:30	2	0	12	0	14	1	253	2	0	256	2	0	1	0	3	4	197	0	0	201	474
07:45	9	0	18	0	27	6	197	3	0	206	1	0	3	0	4	4	254	1	0	259	496
Total	43	1	51	0	95	11	806	5	0	822	3	0	5	0	8	8	812	1	0	821	1746
08:00	13	2	12	0	27	7	217	5	0	229	0	1	3	0	4	6	220	6	0	232	492
08:15	19	0	24	0	43	4	282	1	0	287	1	0	4	0	5	4	201	0	0	205	540
08:30	6	0	14	0	20	5	283	2	0	290	0	0	5	0	5	4	252	4	0	260	575
08:45	11	0	5	0	16	4	267	3	0	274	3	0	2	0	5	7	268	2	0	277	572
Total	49	2	55	0	106	20	1049	11	0	1080	4	1	14	0	19	21	941	12	0	974	2179
Grand Total	92	3	106	0	201	31	1855	16	0	1902	7	1	19	0	27	29	1753	13	0	1795	3925
Apprch %	45.8	1.5	52.7	0		1.6	97.5	0.8	0		25.9	3.7	70.4	0		1.6	97.7	0.7	0		
Total %	2.3	0.1	2.7	0	5.1	0.8	47.3	0.4	0	48.5	0.2	0	0.5	0	0.7	0.7	44.7	0.3	0	45.7	
Autos	91	3	105	0	199	31	1819	16	0	1866	7	1	19	0	27	29	1720	13	0	1762	3854
% Autos	98.9	100	99.1	0	99	100	98.1	100	0	98.1	100	100	100	0	100	100	98.1	100	0	98.2	98.2
Heavy Vehicles	1	0	1	0	2	0	36	0	0	36	0	0	0	0	0	0	33	0	0	33	71
% Heavy Vehicles	1.1	0	0.9	0	1	0	1.9	0	0	1.9	0	0	0	0	0	0	1.9	0	0	1.8	1.8

TA - 258

	Canyonwood Dr Southbound					US 290 Westbound					Canyonwood Dr Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	13	**2**	12	0	27	**7**	217	**5**	0	229	0	**1**	3	0	4	6	220	**6**	0	232	492
08:15	**19**	0	**24**	0	**43**	4	282	1	0	287	1	0	4	0	**5**	4	201	0	0	205	540
08:30	6	0	14	0	20	5	**283**	2	0	**290**	0	0	**5**	0	5	4	252	4	0	260	**575**
08:45	11	0	5	0	16	4	267	3	0	274	**3**	0	2	0	5	**7**	**268**	2	0	**277**	572
Total Volume	49	2	55	0	106	20	1049	11	0	1080	4	1	14	0	19	21	941	12	0	974	2179
% App. Total	46.2	1.9	51.9	0		1.9	97.1	1	0		21.1	5.3	73.7	0		2.2	96.6	1.2	0		
PHF	.645	.250	.573	.000	.616	.714	.927	.550	.000	.931	.333	.250	.700	.000	.950	.750	.878	.500	.000	.879	.947

GRAM Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : US290-CanyonwoodAM
Site Code : 00000040
Start Date : 5/21/2014
Page No : 2

	Canyonwood Dr Southbound					US 290 Westbound					Canyonwood Dr Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45					08:00					08:00					08:00					
+0 mins.	9	0	18	0	27	**7**	217	**5**	0	229	0	**1**	3	0	4	6	220	**6**	0	232	
+15 mins.	13	**2**	12	0	27	4	282	1	0	287	1	0	4	0	**5**	4	201	0	0	205	
+30 mins.	**19**	0	**24**	0	**43**	5	**283**	2	0	**290**	0	0	**5**	0	5	4	252	4	0	260	
+45 mins.	6	0	14	0	20	4	267	3	0	274	**3**	0	2	0	5	**7**	**268**	2	0	**277**	
Total Volume	47	2	68	0	117	20	1049	11	0	1080	4	1	14	0	19	21	941	12	0	974	
% App. Total	40.2	1.7	58.1	0		1.9	97.1	1	0		21.1	5.3	73.7	0		2.2	96.6	1.2	0		
PHF	.618	.250	.708	.000	.680	.714	.927	.550	.000	.931	.333	.250	.700	.000	.950	.750	.878	.500	.000	.879	

GRAM Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : US290-CanyonwoodPM
Site Code : 00000040
Start Date : 5/21/2014
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Canyonwood Southbound					US 290 Westbound					Canyonwood Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	5	0	9	0	14	2	306	7	0	315	2	1	3	0	6	15	192	1	0	208	543
16:15	2	1	6	0	9	3	276	4	0	283	2	0	0	0	2	10	227	1	0	238	532
16:30	4	0	4	0	8	3	229	7	0	239	2	0	8	0	10	19	301	1	0	321	578
16:45	6	0	3	0	9	5	256	9	0	270	1	1	4	0	6	12	293	1	0	306	591
Total	17	1	22	0	40	13	1067	27	0	1107	7	2	15	0	24	56	1013	4	0	1073	2244
17:00	5	0	8	0	13	5	275	13	0	293	3	0	4	0	7	13	269	3	0	285	598
17:15	9	0	7	0	16	2	266	9	0	277	3	1	4	0	8	12	231	3	0	246	547
17:30	5	0	10	0	15	7	275	12	0	294	2	0	10	0	12	8	231	4	0	243	564
17:45	5	0	6	0	11	4	319	20	0	343	4	0	6	0	10	11	204	3	0	218	582
Total	24	0	31	0	55	18	1135	54	0	1207	12	1	24	0	37	44	935	13	0	992	2291
Grand Total	41	1	53	0	95	31	2202	81	0	2314	19	3	39	0	61	100	1948	17	0	2065	4535
Apprch %	43.2	1.1	55.8	0		1.3	95.2	3.5	0		31.1	4.9	63.9	0		4.8	94.3	0.8	0		
Total %	0.9	0	1.2	0	2.1	0.7	48.6	1.8	0	51	0.4	0.1	0.9	0	1.3	2.2	43	0.4	0	45.5	
Autos	41	1	53	0	95	31	2156	81	0	2268	19	3	39	0	61	100	1910	17	0	2027	4451
% Autos	100	100	100	0	100	100	97.9	100	0	98	100	100	100	0	100	100	98	100	0	98.2	98.1
Heavy Vehicles	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	0	38	0	0	38	84
% Heavy Vehicles	0	0	0	0	0	0	2.1	0	0	2	0	0	0	0	0	0	2	0	0	1.8	1.9

	Canyonwood Southbound					US 290 Westbound					Canyonwood Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	4	0	4	0	8	3	229	7	0	239	2	0	**8**	0	**10**	**19**	**301**	1	0	**321**	578
16:45	6	0	3	0	9	**5**	256	9	0	270	1	**1**	4	0	6	12	293	1	0	306	591
17:00	5	0	**8**	0	13	5	**275**	**13**	0	**293**	**3**	0	4	0	7	13	269	**3**	0	285	**598**
17:15	**9**	0	7	0	**16**	2	266	9	0	277	3	1	4	0	8	12	231	3	0	246	547
Total Volume	24	0	22	0	46	15	1026	38	0	1079	9	2	20	0	31	56	1094	8	0	1158	2314
% App. Total	52.2	0	47.8	0		1.4	95.1	3.5	0		29	6.5	64.5	0		4.8	94.5	0.7	0		
PHF	.667	.000	.688	.000	.719	.750	.933	.731	.000	.921	.750	.500	.625	.000	.775	.737	.909	.667	.000	.902	.967

GRAM Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : US290-CanyonwoodPM
Site Code : 00000040
Start Date : 5/21/2014
Page No : 2

	Canyonwood Southbound					US 290 Westbound					Canyonwood Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	17:00					17:00					17:00					16:30					
+0 mins.	5	0	8	0	13	5	275	13	0	293	3	0	4	0	7	**19**	**301**	1	0	**321**	
+15 mins.	**9**	0	7	0	**16**	2	266	9	0	277	3	**1**	4	0	8	12	293	1	0	306	
+30 mins.	5	0	**10**	0	15	**7**	275	12	0	294	2	0	**10**	0	**12**	13	269	**3**	0	285	
+45 mins.	5	0	6	0	11	4	**319**	**20**	0	**343**	**4**	0	6	0	10	12	231	3	0	246	
Total Volume	24	0	31	0	55	18	1135	54	0	1207	12	1	24	0	37	56	1094	8	0	1158	
% App. Total	43.6	0	56.4	0		1.5	94	4.5	0		32.4	2.7	64.9	0		4.8	94.5	0.7	0		
PHF	.667	.000	.775	.000	.859	.643	.889	.675	.000	.880	.750	.250	.600	.000	.771	.737	.909	.667	.000	.902	

GRAM Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : US290-ECreekAM
Site Code : 00000021
Start Date : 5/21/2014
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Southbound					US 290 Westbound					E Creek Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	0	0	0	0	1	138	0	0	139	0	0	4	0	4	0	208	0	0	208	351
07:15	0	0	0	0	0	0	203	0	0	203	5	0	6	0	11	0	175	1	0	176	390
07:30	0	0	0	0	0	3	269	0	0	272	5	0	3	0	8	0	174	1	0	175	455
07:45	0	0	0	0	0	0	222	0	0	222	2	0	4	0	6	0	234	2	0	236	464
Total	0	0	0	0	0	4	832	0	0	836	12	0	17	0	29	0	791	4	0	795	1660
08:00	0	0	0	0	0	1	227	0	0	228	5	0	2	0	7	0	246	3	0	249	484
08:15	0	0	0	0	0	2	269	0	0	271	7	0	5	0	12	0	242	0	0	242	525
08:30	0	0	0	0	0	2	293	0	0	295	8	0	5	0	13	0	229	3	0	232	540
08:45	0	0	0	0	0	1	258	0	0	259	9	0	2	0	11	0	270	3	0	273	543
Total	0	0	0	0	0	6	1047	0	0	1053	29	0	14	0	43	0	987	9	0	996	2092
Grand Total	0	0	0	0	0	10	1879	0	0	1889	41	0	31	0	72	0	1778	13	0	1791	3752
Apprch %	0	0	0	0		0.5	99.5	0	0		56.9	0	43.1	0		0	99.3	0.7	0		
Total %	0	0	0	0	0	0.3	50.1	0	0	50.3	1.1	0	0.8	0	1.9	0	47.4	0.3	0	47.7	
Autos	0	0	0	0	0	10	1841	0	0	1851	41	0	31	0	72	0	1733	13	0	1746	3669
% Autos	0	0	0	0	0	100	98	0	0	98	100	0	100	0	100	0	97.5	100	0	97.5	97.8
Heavy Vehicles	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	45	0	0	45	83
% Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2.5	0	0	2.5	2.2

	Southbound					US 290 Westbound					E Creek Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	1	227	0	0	228	5	0	2	0	7	0	246	**3**	0	249	484
08:15	0	0	0	0	0	**2**	269	0	0	271	7	0	**5**	0	12	0	242	0	0	242	525
08:30	0	0	0	0	0	2	**293**	0	0	**295**	8	0	5	0	**13**	0	229	3	0	232	540
08:45	0	0	0	0	0	1	258	0	0	259	**9**	0	2	0	11	0	**270**	3	0	**273**	**543**
Total Volume	0	0	0	0	0	6	1047	0	0	1053	29	0	14	0	43	0	987	9	0	996	2092
% App. Total	0	0	0	0		0.6	99.4	0	0		67.4	0	32.6	0		0	99.1	0.9	0		
PHF	.000	.000	.000	.000	.000	.750	.893	.000	.000	.892	.806	.000	.700	.000	.827	.000	.914	.750	.000	.912	.963

GRAM Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : US290-ECreekAM
Site Code : 00000021
Start Date : 5/21/2014
Page No : 2

	Southbound					US 290 Westbound					E Creek Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00					08:00					08:00					08:00					
+0 mins.	0	0	0	0	0	1	227	0	0	228	5	0	2	0	7	0	246	**3**	0	249	
+15 mins.	0	0	0	0	0	**2**	269	0	0	271	7	0	**5**	0	12	0	242	0	0	242	
+30 mins.	0	0	0	0	0	2	**293**	0	0	**295**	8	0	5	0	**13**	0	229	3	0	232	
+45 mins.	0	0	0	0	0	1	258	0	0	259	**9**	0	2	0	11	0	**270**	3	0	**273**	
Total Volume	0	0	0	0	0	6	1047	0	0	1053	29	0	14	0	43	0	987	9	0	996	
% App. Total	0	0	0	0		0.6	99.4	0	0		67.4	0	32.6	0		0	99.1	0.9	0		
PHF	.000	.000	.000	.000	.000	.750	.893	.000	.000	.892	.806	.000	.700	.000	.827	.000	.914	.750	.000	.912	

GRAM Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : US290-ECreekPM
Site Code : 00000021
Start Date : 5/21/2014
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Southbound					US 290 Westbound					E Creek Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	0	0	0	0	0	7	326	0	0	333	6	0	3	0	9	0	195	0	0	195	537
16:15	0	0	0	0	0	7	299	0	0	306	3	0	4	0	7	0	217	4	0	221	534
16:30	0	0	0	0	0	5	238	0	0	243	2	0	3	0	5	8	256	2	0	266	514
16:45	0	0	0	0	0	4	245	0	0	249	6	0	6	0	12	0	305	6	0	311	572
Total	0	0	0	0	0	23	1108	0	0	1131	17	0	16	0	33	8	973	12	0	993	2157
17:00	0	0	0	0	0	4	250	0	0	254	0	0	6	0	6	0	313	5	0	318	578
17:15	0	0	0	0	0	3	280	0	0	283	2	0	1	0	3	0	275	6	0	281	567
17:30	0	0	0	0	0	6	258	0	0	264	0	0	0	0	0	0	230	3	0	233	497
17:45	0	0	0	0	0	2	306	0	0	308	0	0	2	0	2	0	224	2	0	226	536
Total	0	0	0	0	0	15	1094	0	0	1109	2	0	9	0	11	0	1042	16	0	1058	2178
Grand Total	0	0	0	0	0	38	2202	0	0	2240	19	0	25	0	44	8	2015	28	0	2051	4335
Apprch %	0	0	0	0		1.7	98.3	0	0		43.2	0	56.8	0		0.4	98.2	1.4	0		
Total %	0	0	0	0	0	0.9	50.8	0	0	51.7	0.4	0	0.6	0	1	0.2	46.5	0.6	0	47.3	
Autos	0	0	0	0	0	38	2155	0	0	2193	19	0	25	0	44	8	1976	28	0	2012	4249
% Autos	0	0	0	0	0	100	97.9	0	0	97.9	100	0	100	0	100	100	98.1	100	0	98.1	98
Heavy Vehicles	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	39	0	0	39	86
% Heavy Vehicles	0	0	0	0	0	0	2.1	0	0	2.1	0	0	0	0	0	0	1.9	0	0	1.9	2

TA - 264

	Southbound					US 290 Westbound					E Creek Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	**5**	238	0	0	243	2	0	3	0	5	**8**	256	2	0	266	514
16:45	0	0	0	0	0	4	245	0	0	249	**6**	0	**6**	0	**12**	0	305	**6**	0	311	572
17:00	0	0	0	0	0	4	250	0	0	254	0	0	6	0	6	0	**313**	5	0	**318**	**578**
17:15	0	0	0	0	0	3	**280**	0	0	**283**	2	0	1	0	3	0	275	6	0	281	567
Total Volume	0	0	0	0	0	16	1013	0	0	1029	10	0	16	0	26	8	1149	19	0	1176	2231
% App. Total	0	0	0	0		1.6	98.4	0	0		38.5	0	61.5	0		0.7	97.7	1.6	0		
PHF	.000	.000	.000	.000	.000	.800	.904	.000	.000	.909	.417	.000	.667	.000	.542	.250	.918	.792	.000	.925	.965

GRAM Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : US290-ECreekPM
Site Code : 00000021
Start Date : 5/21/2014
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	Southbound					US 290 Westbound					E Creek Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:00					16:00					16:30					
+0 mins.	0	0	0	0	0	**7**	**326**	0	0	**333**	**6**	0	3	0	9	**8**	256	2	0	266	
+15 mins.	0	0	0	0	0	7	299	0	0	306	3	0	4	0	7	0	305	**6**	0	311	
+30 mins.	0	0	0	0	0	5	238	0	0	243	2	0	3	0	5	0	**313**	5	0	**318**	
+45 mins.	0	0	0	0	0	4	245	0	0	249	6	0	**6**	0	**12**	0	275	6	0	281	
Total Volume	0	0	0	0	0	23	1108	0	0	1131	17	0	16	0	33	8	1149	19	0	1176	
% App. Total	0	0	0	0		2	98	0	0		51.5	0	48.5	0		0.7	97.7	1.6	0		
PHF	.000	.000	.000	.000	.000	.821	.850	.000	.000	.849	.708	.000	.667	.000	.688	.250	.918	.792	.000	.925	

GRAM Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : US290-HaysCoAcresAM
Site Code : 00000004
Start Date : 5/21/2014
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Southbound					US 290 Westbound					Hays Co Acres Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	0	0	0	0	0	143	0	0	143	8	0	11	0	19	0	201	0	0	201	363
07:15	0	0	0	0	0	1	189	0	0	190	3	0	7	0	10	0	180	1	0	181	381
07:30	0	0	0	0	0	1	266	0	0	267	11	0	8	0	19	0	173	2	0	175	461
07:45	0	0	0	0	0	3	211	0	0	214	9	0	8	0	17	0	225	7	0	232	463
Total	0	0	0	0	0	5	809	0	0	814	31	0	34	0	65	0	779	10	0	789	1668
08:00	0	0	0	0	0	1	194	0	0	195	8	0	9	0	17	0	232	6	0	238	450
08:15	0	0	0	0	0	2	245	0	0	247	6	0	8	0	14	0	222	12	0	234	495
08:30	0	0	0	0	0	13	255	0	0	268	14	0	4	0	18	0	226	8	0	234	520
08:45	0	0	0	0	0	9	252	0	0	261	9	0	12	0	21	0	253	3	0	256	538
Total	0	0	0	0	0	25	946	0	0	971	37	0	33	0	70	0	933	29	0	962	2003
Grand Total	0	0	0	0	0	30	1755	0	0	1785	68	0	67	0	135	0	1712	39	0	1751	3671
Apprch %	0	0	0	0		1.7	98.3	0	0		50.4	0	49.6	0		0	97.8	2.2	0		
Total %	0	0	0	0	0	0.8	47.8	0	0	48.6	1.9	0	1.8	0	3.7	0	46.6	1.1	0	47.7	
Autos	0	0	0	0	0	30	1713	0	0	1743	68	0	66	0	134	0	1678	39	0	1717	3594
% Autos	0	0	0	0	0	100	97.6	0	0	97.6	100	0	98.5	0	99.3	0	98	100	0	98.1	97.9
Heavy Vehicles	0	0	0	0	0	0	42	0	0	42	0	0	1	0	1	0	34	0	0	34	77
% Heavy Vehicles	0	0	0	0	0	0	2.4	0	0	2.4	0	0	1.5	0	0.7	0	2	0	0	1.9	2.1

	Southbound					US 290 Westbound					Hays Co Acres Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	1	194	0	0	195	8	0	9	0	17	0	232	6	0	238	450
08:15	0	0	0	0	0	2	245	0	0	247	6	0	8	0	14	0	222	**12**	0	234	495
08:30	0	0	0	0	0	**13**	**255**	0	0	**268**	**14**	0	4	0	18	0	226	8	0	234	520
08:45	0	0	0	0	0	9	252	0	0	261	9	0	**12**	0	**21**	0	**253**	3	0	**256**	**538**
Total Volume	0	0	0	0	0	25	946	0	0	971	37	0	33	0	70	0	933	29	0	962	2003
% App. Total	0	0	0	0		2.6	97.4	0	0		52.9	0	47.1	0		0	97	3	0		
PHF	.000	.000	.000	.000	.000	.481	.927	.000	.000	.906	.661	.000	.688	.000	.833	.000	.922	.604	.000	.939	.931

GRAM Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : US290-HaysCoAcresAM
Site Code : 00000004
Start Date : 5/21/2014
Page No : 2

	Southbound					US 290 Westbound					Hays Co Acres Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00					08:00					08:00					08:00					
+0 mins.	0	0	0	0	0	1	194	0	0	195	8	0	9	0	17	0	232	6	0	238	
+15 mins.	0	0	0	0	0	2	245	0	0	247	6	0	8	0	14	0	222	**12**	0	234	
+30 mins.	0	0	0	0	0	**13**	**255**	0	0	**268**	**14**	0	4	0	18	0	226	8	0	234	
+45 mins.	0	0	0	0	0	9	252	0	0	261	9	0	**12**	0	**21**	0	**253**	3	0	**256**	
Total Volume	0	0	0	0	0	25	946	0	0	971	37	0	33	0	70	0	933	29	0	962	
% App. Total	0	0	0	0		2.6	97.4	0	0		52.9	0	47.1	0		0	97	3	0		
PHF	.000	.000	.000	.000	.000	.481	.927	.000	.000	.906	.661	.000	.688	.000	.833	.000	.922	.604	.000	.939	

GRAM Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : US290-HaysCoAcresPM
Site Code : 00000041
Start Date : 5/21/2014
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Southbound					US 290 Westbound					Hays Co Arces Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	0	0	0	0	0	2	318	0	0	320	5	0	4	0	9	0	190	4	0	194	523
16:15	0	0	0	0	0	6	306	0	0	312	4	0	2	0	6	0	209	6	0	215	533
16:30	0	0	0	0	0	6	226	0	0	232	3	0	5	0	8	0	276	9	0	285	525
16:45	0	0	0	0	0	6	260	0	0	266	3	0	9	0	12	0	310	8	0	318	596
Total	0	0	0	0	0	20	1110	0	0	1130	15	0	20	0	35	0	985	27	0	1012	2177
17:00	0	0	0	0	0	5	254	0	0	259	4	0	4	0	8	0	285	7	0	292	559
17:15	0	0	0	0	0	5	295	0	0	300	2	0	5	0	7	0	249	5	0	254	561
17:30	0	0	0	0	0	3	229	0	0	232	3	0	5	0	8	0	204	8	0	212	452
17:45	0	0	0	0	0	9	309	0	0	318	5	0	6	0	11	0	221	6	0	227	556
Total	0	0	0	0	0	22	1087	0	0	1109	14	0	20	0	34	0	959	26	0	985	2128
Grand Total	0	0	0	0	0	42	2197	0	0	2239	29	0	40	0	69	0	1944	53	0	1997	4305
Apprch %	0	0	0	0		1.9	98.1	0	0		42	0	58	0		0	97.3	2.7	0		
Total %	0	0	0	0	0	1	51	0	0	52	0.7	0	0.9	0	1.6	0	45.2	1.2	0	46.4	
Autos	0	0	0	0	0	42	2146	0	0	2188	29	0	40	0	69	0	1908	53	0	1961	4218
% Autos	0	0	0	0	0	100	97.7	0	0	97.7	100	0	100	0	100	0	98.1	100	0	98.2	98
Heavy Vehicles	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	0	36	0	0	36	87
% Heavy Vehicles	0	0	0	0	0	0	2.3	0	0	2.3	0	0	0	0	0	0	1.9	0	0	1.8	2

	Southbound					US 290 Westbound					Hays Co Arces Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	**6**	226	0	0	232	3	0	5	0	8	0	276	**9**	0	285	525
16:45	0	0	0	0	0	6	260	0	0	266	3	0	**9**	0	**12**	0	**310**	8	0	**318**	**596**
17:00	0	0	0	0	0	5	254	0	0	259	**4**	0	4	0	8	0	285	7	0	292	559
17:15	0	0	0	0	0	5	**295**	0	0	**300**	2	0	5	0	7	0	249	5	0	254	561
Total Volume	0	0	0	0	0	22	1035	0	0	1057	12	0	23	0	35	0	1120	29	0	1149	2241
% App. Total	0	0	0	0		2.1	97.9	0	0		34.3	0	65.7	0		0	97.5	2.5	0		
PHF	.000	.000	.000	.000	.000	.917	.877	.000	.000	.881	.750	.000	.639	.000	.729	.000	.903	.806	.000	.903	.940

GRAM Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

File Name : US290-HaysCoAcresPM
Site Code : 00000041
Start Date : 5/21/2014
Page No : 2

	Southbound					US 290 Westbound					Hays Co Arces Northbound					US 290 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:00					16:00					16:30					
+0 mins.	0	0	0	0	0	2	**318**	0	0	**320**	**5**	0	4	0	9	0	276	**9**	0	285	
+15 mins.	0	0	0	0	0	**6**	306	0	0	312	4	0	2	0	6	0	**310**	8	0	**318**	
+30 mins.	0	0	0	0	0	6	226	0	0	232	3	0	5	0	8	0	285	7	0	292	
+45 mins.	0	0	0	0	0	6	260	0	0	266	3	0	**9**	0	**12**	0	249	5	0	254	
Total Volume	0	0	0	0	0	20	1110	0	0	1130	15	0	20	0	35	0	1120	29	0	1149	
% App. Total	0	0	0	0		1.8	98.2	0	0		42.9	0	57.1	0		0	97.5	2.5	0		
PHF	.000	.000	.000	.000	.000	.833	.873	.000	.000	.883	.750	.000	.556	.000	.729	.000	.903	.806	.000	.903	

Study Name	US 290 ar RM 12
Start Date	Tuesday, April 14, 2015 7:00 AM
End Date	Tuesday, April 14, 2015 7:00 PM
Site Code	10

Road Volumes

TMV	Movement	Southbound				Southbound Total	Westbound				Westbound Total	Northbound				Northbound Total	Eastbound				Eastbound To	Grand Total
Interval		L	T	R	U		L	T	R	U		L	T	R	U		L	T	R	U		
4/14/2015 7:00		36	21	26	0	83	20	111	0	0	131	56	29	29	0	114	32	159	29	0	220	548
4/14/2015 7:15		53	13	25	1	92	16	137	3	0	156	69	30	36	0	135	37	142	31	0	210	593
4/14/2015 7:30		75	35	31	0	141	21	169	1	0	191	68	36	29	0	133	24	154	29	0	207	672
4/14/2015 7:45		63	28	26	0	117	24	167	2	0	193	64	32	37	0	133	30	181	49	0	260	703
4/14/2015 8:00		39	30	40	0	109	27	178	3	0	208	74	31	32	0	137	28	169	32	0	229	683
4/14/2015 8:15		37	27	51	0	115	25	253	2	0	280	80	26	30	0	136	34	192	42	0	268	799
4/14/2015 8:30		49	27	39	0	115	27	224	3	0	254	99	48	42	0	189	30	223	36	0	289	847
4/14/2015 8:45		64	27	52	0	143	25	172	4	0	201	76	43	48	0	167	33	222	35	0	290	801
4/14/2015 9:00		60	24	21	0	105	19	119	5	0	143	32	26	20	0	78	19	150	39	0	208	534
4/14/2015 9:15		38	32	22	0	92	32	119	7	0	158	50	39	40	0	129	18	148	38	0	204	583
4/14/2015 15:00		58	33	17	0	108	19	164	7	0	190	51	19	36	0	106	31	161	47	0	239	643
4/14/2015 15:15		72	40	25	0	137	36	177	6	0	219	34	28	28	0	90	35	209	28	0	272	718
4/14/2015 15:30		53	36	30	0	119	36	182	6	0	224	48	33	49	0	130	22	186	34	0	242	715
4/14/2015 15:45		65	53	25	0	143	35	234	4	0	273	65	34	35	0	134	22	165	49	0	236	786
4/14/2015 16:00		54	34	34	0	122	40	212	8	0	260	64	29	29	0	122	38	184	37	0	259	763
4/14/2015 16:15		65	37	24	0	126	36	219	6	0	261	36	27	29	0	92	41	251	40	0	332	811
4/14/2015 16:30		58	55	16	0	129	36	159	7	0	202	61	32	37	0	130	22	258	27	0	307	768
4/14/2015 16:45		62	60	22	0	144	39	182	3	0	224	55	40	42	0	137	30	211	44	0	285	790
4/14/2015 17:00		72	76	12	0	160	46	206	4	0	256	63	45	28	0	136	30	180	44	0	254	806
4/14/2015 17:15		59	60	26	0	145	52	215	3	0	270	74	26	39	0	139	35	187	41	0	263	817
4/14/2015 17:30		67	47	31	0	145	49	200	4	0	253	52	37	36	0	125	25	176	41	0	242	765
4/14/2015 17:45		50	50	26	0	126	32	177	7	0	216	54	28	33	0	115	24	178	44	0	246	703
4/14/2015 18:00		49	51	22	1	123	44	165	2	0	211	53	35	41	0	129	36	172	50	0	258	721
4/14/2015 18:15		43	38	27	0	108	34	179	1	0	214	51	33	36	0	120	23	137	31	0	191	633
4/14/2015 18:30		43	36	19	0	98	28	145	2	0	175	43	40	33	0	116	21	163	53	0	237	626
4/14/2015 18:45		35	36	31	0	102	29	134	1	0	164	58	31	23	0	112	29	153	43	0	225	603
Grand Total		1419	1006	720	2	3147	827	4599	101	0	5527	1530	857	897	0	3284	749	4711	1013	0	6473	18431

Crosswalk Volumes

	Movement	Southbound			Southbound To	Westbound			Westbound To	Northbound		Northbound To	Eastbound		Eastbound To	Grand Total
Interval		PCCW	PCW			PCCW	PCW			PCCW	PCW		PCCW	PCW		
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CJ Hensch & Associates, Inc.
HDR@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
555

Count Name: US 290 at East Tiger Lane
Site Code:
Start Date: 05/20/2015

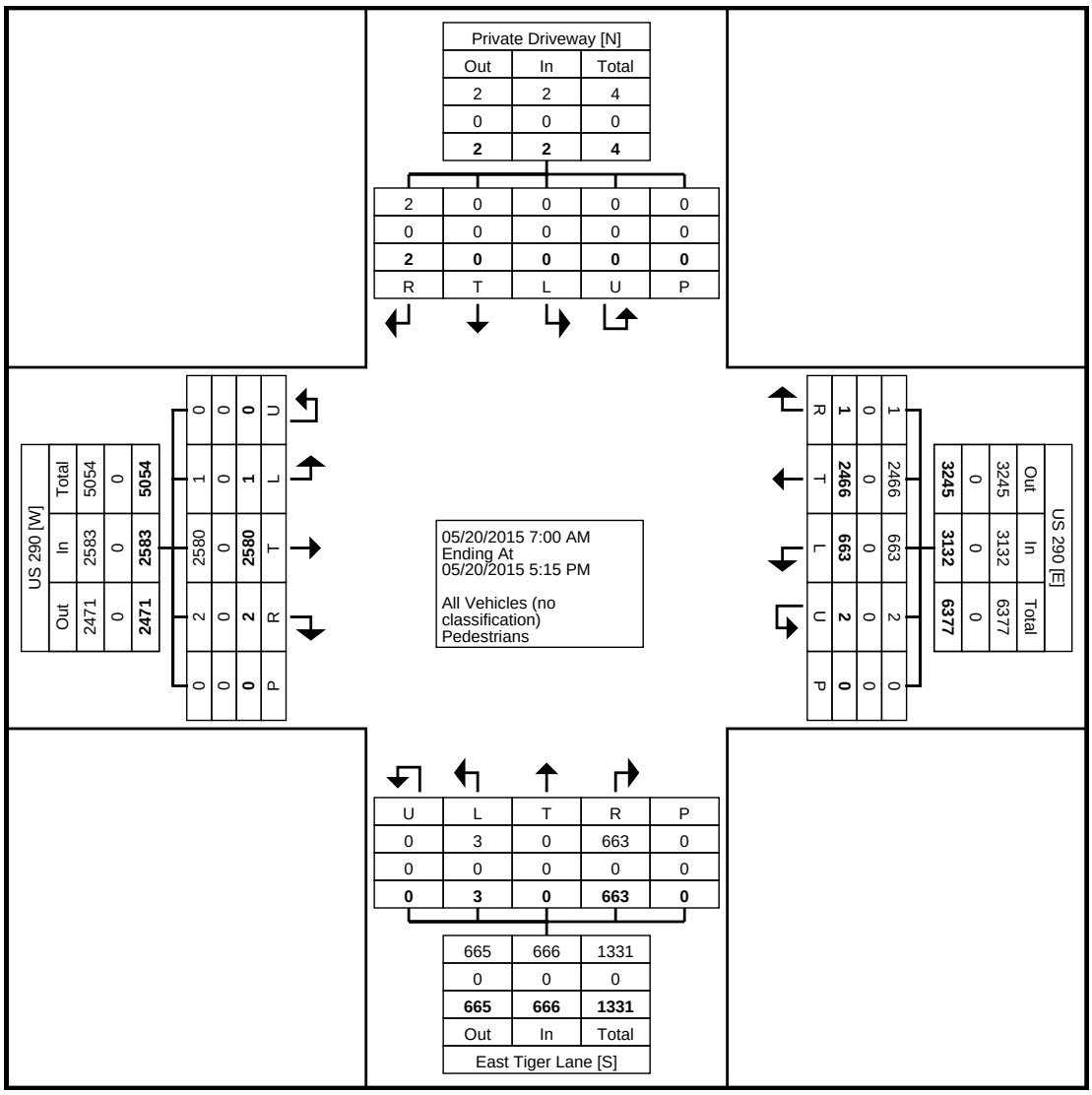
Turning Movement Data

Start Time	Private Driveway Southbound						US 290 Westbound						East Tiger Lane Northbound						US 290 Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	8	65	0	0	0	73	0	0	4	0	0	4	0	134	0	0	0	134	211
7:15 AM	0	0	0	0	0	0	12	113	0	1	0	126	1	0	8	0	0	9	0	190	0	0	0	190	325
7:30 AM	0	0	0	0	0	0	26	137	0	0	0	163	0	0	9	0	0	9	0	174	0	0	0	174	346
7:45 AM	0	0	0	0	0	0	47	130	0	0	0	177	0	0	27	0	0	27	0	175	0	0	0	175	379
Hourly Total	0	0	0	0	0	0	93	445	0	1	0	539	1	0	48	0	0	49	0	673	0	0	0	673	1261
8:00 AM	0	0	0	0	0	0	68	101	0	0	0	169	0	0	52	0	0	52	0	151	0	0	0	151	372
8:15 AM	0	0	0	0	0	0	106	138	0	0	0	244	0	0	103	0	0	103	0	168	0	0	0	168	515
8:30 AM	0	0	1	0	0	1	95	144	1	0	0	240	0	0	131	0	0	131	0	163	0	0	0	163	535
8:45 AM	0	0	0	0	0	0	41	133	0	0	0	174	1	0	75	0	0	76	0	171	0	0	0	171	421
Hourly Total	0	0	1	0	0	1	310	516	1	0	0	827	1	0	361	0	0	362	0	653	0	0	0	653	1843
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:00 PM	0	0	0	0	0	0	45	174	0	0	0	219	0	0	8	0	0	8	0	136	0	0	0	136	363
3:15 PM	0	0	0	0	0	0	32	197	0	0	0	229	0	0	18	0	0	18	0	123	0	0	0	123	370
3:30 PM	0	0	0	0	0	0	20	170	0	0	0	190	0	0	7	0	0	7	0	129	0	0	0	129	326
3:45 PM	0	0	0	0	0	0	36	180	0	0	0	216	0	0	8	0	0	8	0	133	0	0	0	133	357
Hourly Total	0	0	0	0	0	0	133	721	0	0	0	854	0	0	41	0	0	41	0	521	0	0	0	521	1416
4:00 PM	0	0	0	0	0	0	52	183	0	0	0	235	0	0	39	0	0	39	0	177	2	0	0	179	453
4:15 PM	0	0	1	0	0	1	53	216	0	0	0	269	0	0	94	0	0	94	1	248	0	0	0	249	613
4:30 PM	0	0	0	0	0	0	14	192	0	1	0	207	1	0	60	0	0	61	0	160	0	0	0	160	428
4:45 PM	0	0	0	0	0	0	8	193	0	0	0	201	0	0	20	0	0	20	0	147	0	0	0	147	368
Hourly Total	0	0	1	0	0	1	127	784	0	1	0	912	1	0	213	0	0	214	1	732	2	0	0	735	1862
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	2	0	0	2	663	2466	1	2	0	3132	3	0	663	0	0	666	1	2580	2	0	0	2583	6383
Approach %	0.0	0.0	100.0	0.0	-	-	21.2	78.7	0.0	0.1	-	-	0.5	0.0	99.5	0.0	-	-	0.0	99.9	0.1	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	10.4	38.6	0.0	0.0	-	49.1	0.0	0.0	10.4	0.0	-	10.4	0.0	40.4	0.0	0.0	-	40.5	-
All Vehicles (no classification)	0	0	2	0	-	2	663	2466	1	2	-	3132	3	0	663	0	-	666	1	2580	2	0	-	2583	6383
% All Vehicles (no classification)	-	-	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CJ Hensch & Associates, Inc.
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Pasadena, Texas, United States 77503
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Count Name: US 290 at East Tiger Lane
Site Code:
Start Date: 05/20/2015



Turning Movement Data Plot

CJ Hensch & Associates, Inc.
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5215 Sycamore Ave

Pasadena, Texas, United States 77503
555

Count Name: US 290 at East Tiger Lane
Site Code:
Start Date: 05/20/2015

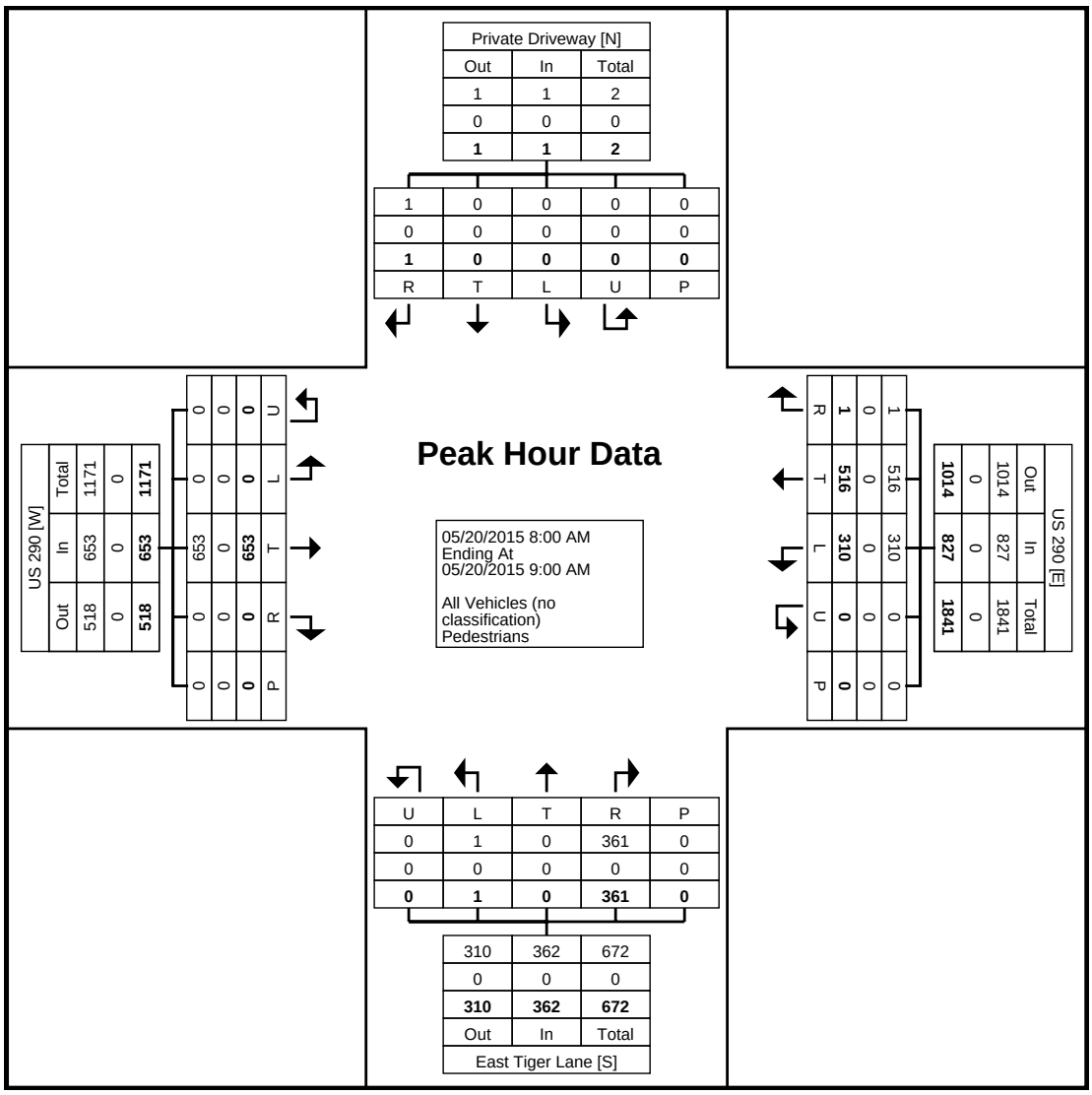
Turning Movement Peak Hour Data (8:00 AM)

Start Time	Private Driveway Southbound						US 290 Westbound						East Tiger Lane Northbound						US 290 Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	0	0	0	0	0	0	68	101	0	0	0	169	0	0	52	0	0	52	0	151	0	0	0	151	372
8:15 AM	0	0	0	0	0	0	106	138	0	0	0	244	0	0	103	0	0	103	0	168	0	0	0	168	515
8:30 AM	0	0	1	0	0	1	95	144	1	0	0	240	0	0	131	0	0	131	0	163	0	0	0	163	535
8:45 AM	0	0	0	0	0	0	41	133	0	0	0	174	1	0	75	0	0	76	0	171	0	0	0	171	421
Total	0	0	1	0	0	1	310	516	1	0	0	827	1	0	361	0	0	362	0	653	0	0	0	653	1843
Approach %	0.0	0.0	100.0	0.0	-	-	37.5	62.4	0.1	0.0	-	-	0.3	0.0	99.7	0.0	-	-	0.0	100.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.1	0.0	-	0.1	16.8	28.0	0.1	0.0	-	44.9	0.1	0.0	19.6	0.0	-	19.6	0.0	35.4	0.0	0.0	-	35.4	-
PHF	0.000	0.000	0.250	0.000	-	0.250	0.731	0.896	0.250	0.000	-	0.847	0.250	0.000	0.689	0.000	-	0.691	0.000	0.955	0.000	0.000	-	0.955	0.861
All Vehicles (no classification)	0	0	1	0	-	1	310	516	1	0	-	827	1	0	361	0	-	362	0	653	0	0	-	653	1843
% All Vehicles (no classification)	-	-	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	-	100.0	-	-	100.0	-	100.0	-	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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5215 Sycamore Ave

Pasadena, Texas, United States 77503
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Count Name: US 290 at East Tiger Lane
Site Code:
Start Date: 05/20/2015



Turning Movement Peak Hour Data Plot (8:00 AM)

CJ Hensch & Associates, Inc.
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5215 Sycamore Ave

Pasadena, Texas, United States 77503
555

Count Name: US 290 at East Tiger Lane
Site Code:
Start Date: 05/20/2015

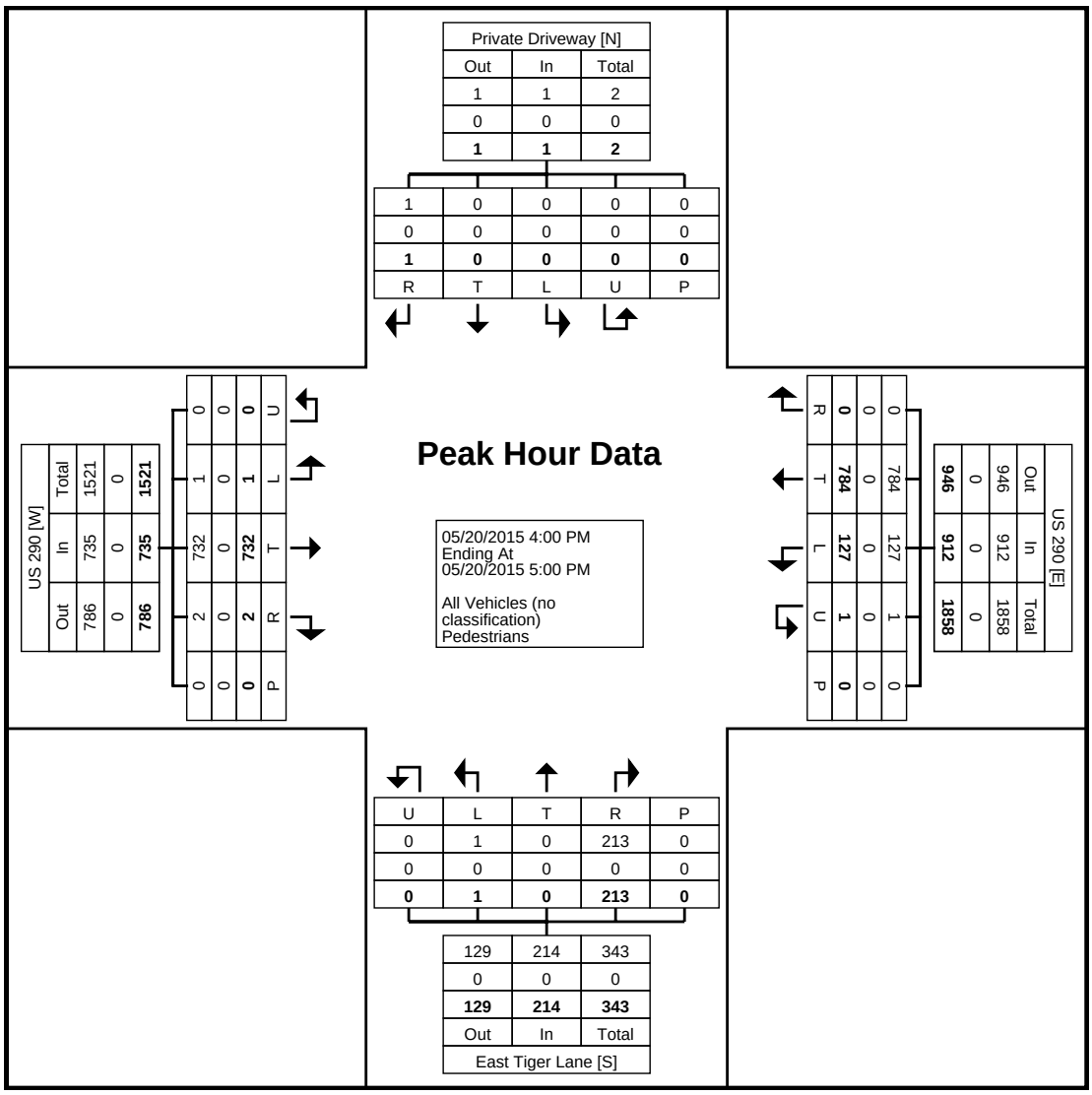
Turning Movement Peak Hour Data (4:00 PM)

Start Time	Private Driveway Southbound						US 290 Westbound						East Tiger Lane Northbound						US 290 Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:00 PM	0	0	0	0	0	0	52	183	0	0	0	235	0	0	39	0	0	39	0	177	2	0	0	179	453
4:15 PM	0	0	1	0	0	1	53	216	0	0	0	269	0	0	94	0	0	94	1	248	0	0	0	249	613
4:30 PM	0	0	0	0	0	0	14	192	0	1	0	207	1	0	60	0	0	61	0	160	0	0	0	160	428
4:45 PM	0	0	0	0	0	0	8	193	0	0	0	201	0	0	20	0	0	20	0	147	0	0	0	147	368
Total	0	0	1	0	0	1	127	784	0	1	0	912	1	0	213	0	0	214	1	732	2	0	0	735	1862
Approach %	0.0	0.0	100.0	0.0	-	-	13.9	86.0	0.0	0.1	-	-	0.5	0.0	99.5	0.0	-	-	0.1	99.6	0.3	0.0	-	-	-
Total %	0.0	0.0	0.1	0.0	-	0.1	6.8	42.1	0.0	0.1	-	49.0	0.1	0.0	11.4	0.0	-	11.5	0.1	39.3	0.1	0.0	-	39.5	-
PHF	0.000	0.000	0.250	0.000	-	0.250	0.599	0.907	0.000	0.250	-	0.848	0.250	0.000	0.566	0.000	-	0.569	0.250	0.738	0.250	0.000	-	0.738	0.759
All Vehicles (no classification)	0	0	1	0	-	1	127	784	0	1	-	912	1	0	213	0	-	214	1	732	2	0	-	735	1862
% All Vehicles (no classification)	-	-	100.0	-	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (4:00 PM)

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Count Name: US 290 at Peabody Lane
Site Code:
Start Date: 05/20/2015

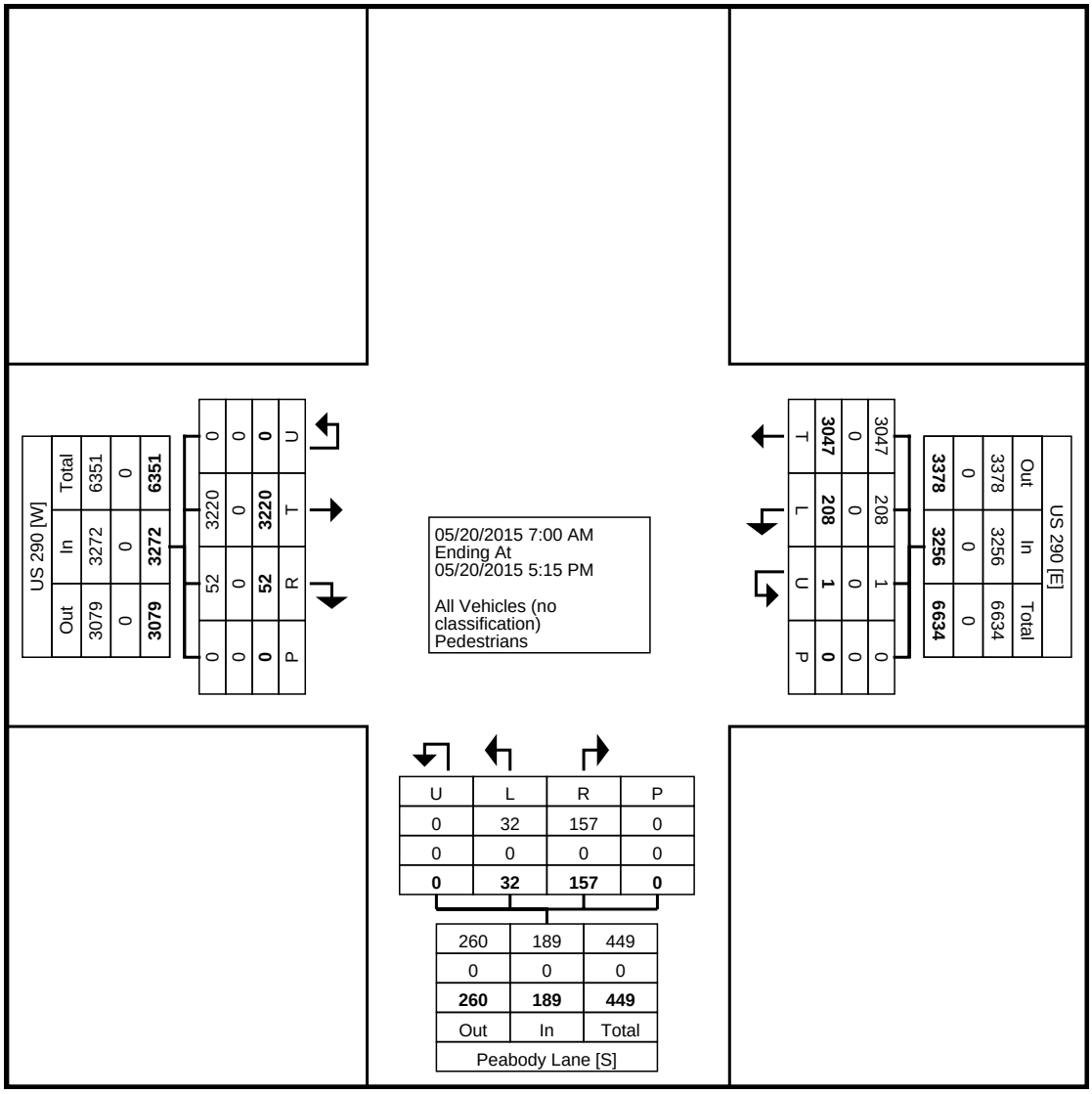
Turning Movement Data

Start Time	US 290 Westbound					Peabody Lane Northbound					US 290 Eastbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	3	69	0	0	72	0	1	0	0	1	142	1	0	0	143	216
7:15 AM	4	113	0	0	117	0	1	0	0	1	194	3	0	0	197	315
7:30 AM	12	164	0	0	176	0	2	0	0	2	181	2	0	0	183	361
7:45 AM	14	164	0	0	178	1	2	0	0	3	200	3	0	0	203	384
Hourly Total	33	510	0	0	543	1	6	0	0	7	717	9	0	0	726	1276
8:00 AM	8	158	0	0	166	1	3	0	0	4	191	2	0	0	193	363
8:15 AM	22	224	0	0	246	0	11	0	0	11	267	3	0	0	270	527
8:30 AM	35	236	0	0	271	1	35	0	0	36	285	7	0	0	292	599
8:45 AM	13	174	0	0	187	1	14	0	0	15	245	8	0	0	253	455
Hourly Total	78	792	0	0	870	3	63	0	0	66	988	20	0	0	1008	1944
9:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	7	215	0	0	222	4	2	0	0	6	145	4	0	0	149	377
3:15 PM	6	220	1	0	227	6	4	0	0	10	139	3	0	0	142	379
3:30 PM	5	192	0	0	197	2	4	0	0	6	140	2	0	0	142	345
3:45 PM	17	209	0	0	226	2	5	0	0	7	138	3	0	0	141	374
Hourly Total	35	836	1	0	872	14	15	0	0	29	562	12	0	0	574	1475
4:00 PM	39	231	0	0	270	2	3	0	0	5	205	5	0	0	210	485
4:15 PM	18	264	0	0	282	5	49	0	0	54	347	2	0	0	349	685
4:30 PM	1	205	0	0	206	5	15	0	0	20	229	1	0	0	230	456
4:45 PM	4	208	0	0	212	2	6	0	0	8	171	3	0	0	174	394
Hourly Total	62	908	0	0	970	14	73	0	0	87	952	11	0	0	963	2020
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	208	3047	1	0	3256	32	157	0	0	189	3220	52	0	0	3272	6717
Approach %	6.4	93.6	0.0	-	-	16.9	83.1	0.0	-	-	98.4	1.6	0.0	-	-	-
Total %	3.1	45.4	0.0	-	48.5	0.5	2.3	0.0	-	2.8	47.9	0.8	0.0	-	48.7	-
All Vehicles (no classification)	208	3047	1	-	3256	32	157	0	-	189	3220	52	0	-	3272	6717
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Data Plot

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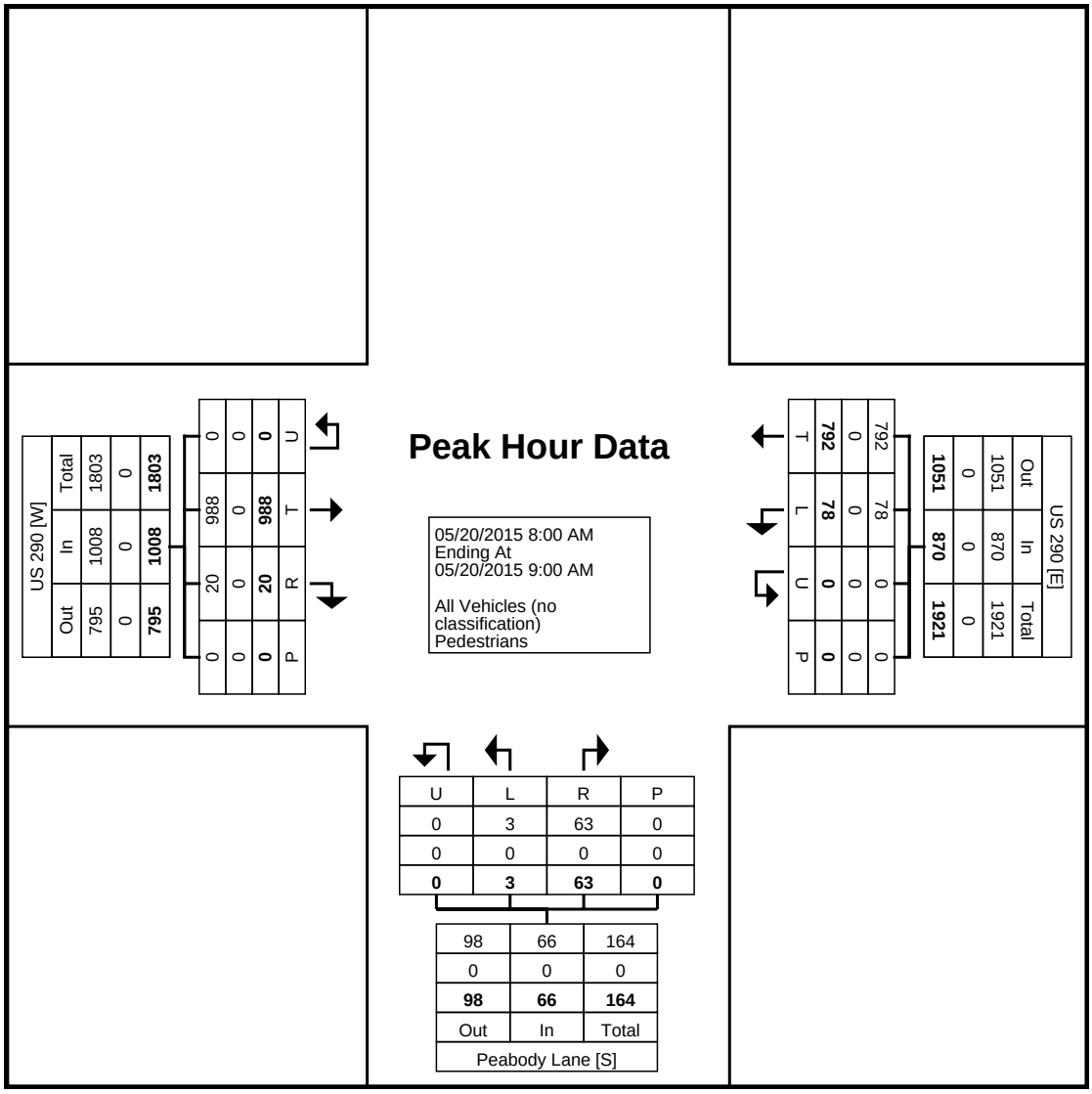
Turning Movement Peak Hour Data (8:00 AM)

Start Time	US 290 Westbound					Peabody Lane Northbound					US 290 Eastbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
8:00 AM	8	158	0	0	166	1	3	0	0	4	191	2	0	0	193	363
8:15 AM	22	224	0	0	246	0	11	0	0	11	267	3	0	0	270	527
8:30 AM	35	236	0	0	271	1	35	0	0	36	285	7	0	0	292	599
8:45 AM	13	174	0	0	187	1	14	0	0	15	245	8	0	0	253	455
Total	78	792	0	0	870	3	63	0	0	66	988	20	0	0	1008	1944
Approach %	9.0	91.0	0.0	-	-	4.5	95.5	0.0	-	-	98.0	2.0	0.0	-	-	-
Total %	4.0	40.7	0.0	-	44.8	0.2	3.2	0.0	-	3.4	50.8	1.0	0.0	-	51.9	-
PHF	0.557	0.839	0.000	-	0.803	0.750	0.450	0.000	-	0.458	0.867	0.625	0.000	-	0.863	0.811
All Vehicles (no classification)	78	792	0	-	870	3	63	0	-	66	988	20	0	-	1008	1944
% All Vehicles (no classification)	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: US 290 at Peabody Lane
Site Code:
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Turning Movement Peak Hour Data Plot (8:00 AM)

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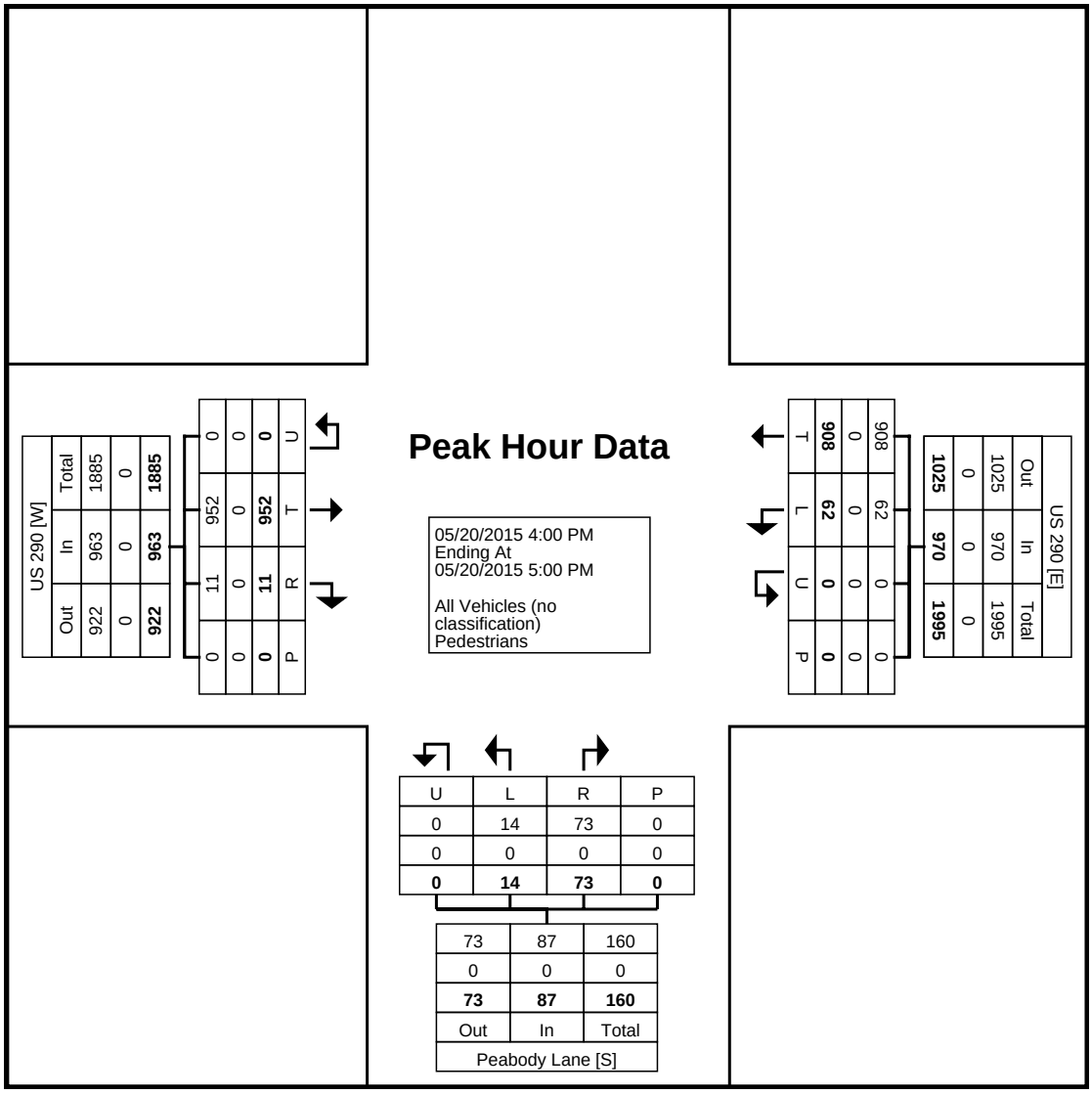
Turning Movement Peak Hour Data (4:00 PM)

Start Time	US 290 Westbound					Peabody Lane Northbound					US 290 Eastbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:00 PM	39	231	0	0	270	2	3	0	0	5	205	5	0	0	210	485
4:15 PM	18	264	0	0	282	5	49	0	0	54	347	2	0	0	349	685
4:30 PM	1	205	0	0	206	5	15	0	0	20	229	1	0	0	230	456
4:45 PM	4	208	0	0	212	2	6	0	0	8	171	3	0	0	174	394
Total	62	908	0	0	970	14	73	0	0	87	952	11	0	0	963	2020
Approach %	6.4	93.6	0.0	-	-	16.1	83.9	0.0	-	-	98.9	1.1	0.0	-	-	-
Total %	3.1	45.0	0.0	-	48.0	0.7	3.6	0.0	-	4.3	47.1	0.5	0.0	-	47.7	-
PHF	0.397	0.860	0.000	-	0.860	0.700	0.372	0.000	-	0.403	0.686	0.550	0.000	-	0.690	0.737
All Vehicles (no classification)	62	908	0	-	970	14	73	0	-	87	952	11	0	-	963	2020
% All Vehicles (no classification)	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: US 290 at Peabody Lane
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Start Date: 05/20/2015



Turning Movement Peak Hour Data Plot (4:00 PM)

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Study Name	US 290 at Roger Hanks Pkwy
Start Date	Wednesday, April 15, 2015 7:00 AM
End Date	Wednesday, April 15, 2015 5:00 PM
Site Code	8

Road Volumes

TMV	Movement	Southbound		Southbound Total	Northbound			Northbound Total	Eastbound			Eastbound Total	Grand Total
Interval		T	R	U	T	U	L		R	U	L		
4/15/2015 7:00		167	3	0	170	81	0	1	82	6	0	0	6	258
4/15/2015 7:15		199	1	0	200	122	0	1	123	4	0	1	5	328
4/15/2015 7:30		209	1	0	210	152	0	4	156	12	0	0	12	378
4/15/2015 7:45		194	1	0	195	152	0	9	161	7	0	5	12	368
4/15/2015 8:00		221	4	0	225	172	0	6	178	7	0	4	11	414
4/15/2015 8:15		292	4	0	296	276	0	5	281	6	0	6	12	589
4/15/2015 8:30		353	11	0	364	275	0	14	289	7	0	6	13	666
4/15/2015 8:45		307	11	0	318	165	1	13	179	8	0	3	11	508
4/15/2015 15:00		181	5	0	186	198	0	4	202	6	0	3	9	397
4/15/2015 15:15		207	6	0	213	201	1	7	209	9	0	6	15	437
4/15/2015 15:30		198	6	0	204	238	0	6	244	7	0	5	12	460
4/15/2015 15:45		222	5	0	227	249	0	4	253	9	1	4	14	494
4/15/2015 16:00		249	3	0	252	274	0	2	276	9	0	6	15	543
4/15/2015 16:15		435	8	0	443	286	0	7	293	12	0	2	14	750
4/15/2015 16:30		248	9	0	257	278	0	11	289	5	0	4	9	555
4/15/2015 16:45		210	4	0	214	245	0	4	249	6	0	4	10	473
Grand Total		3892	82	0	3974	3364	2	98	3464	120	1	59	180	7618

Crosswalk Volumes

	Movement	Southbound		Southbound Total	Northbound		Northbound Total	Eastbound		Eastbound Total	Grand Total
Interval		PCCW	PCW		PCCW	PCW		PCCW	PCW		
7:00 AM		0	0	0	0	0	0	0	0	0	0
7:15 AM		0	0	0	0	0	0	0	0	0	0
7:30 AM		0	0	0	0	0	0	0	0	0	0
7:45 AM		0	0	0	0	0	0	0	0	0	0
8:00 AM		0	0	0	0	0	0	0	0	0	0
8:15 AM		0	0	0	0	0	0	0	0	0	0
8:30 AM		0	0	0	0	0	0	0	0	0	0
8:45 AM		0	0	0	0	0	0	0	0	0	0
3:00 PM		0	0	0	0	0	0	0	0	0	0
3:15 PM		0	0	0	0	0	0	0	0	0	0
3:30 PM		0	0	0	0	0	0	0	0	0	0
3:45 PM		0	0	0	0	0	0	0	0	0	0
4:00 PM		0	0	0	0	0	0	0	0	0	0
4:15 PM		0	0	0	0	0	0	0	0	0	0
4:30 PM		0	0	0	0	0	0	0	0	0	0
4:45 PM		0	0	0	0	0	0	0	0	0	0
Grand Total		0	0	0	0	0	0	0	0	0	0

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Count Name: US 290 at Sportsplex Tr
Site Code:
Start Date: 05/14/2015

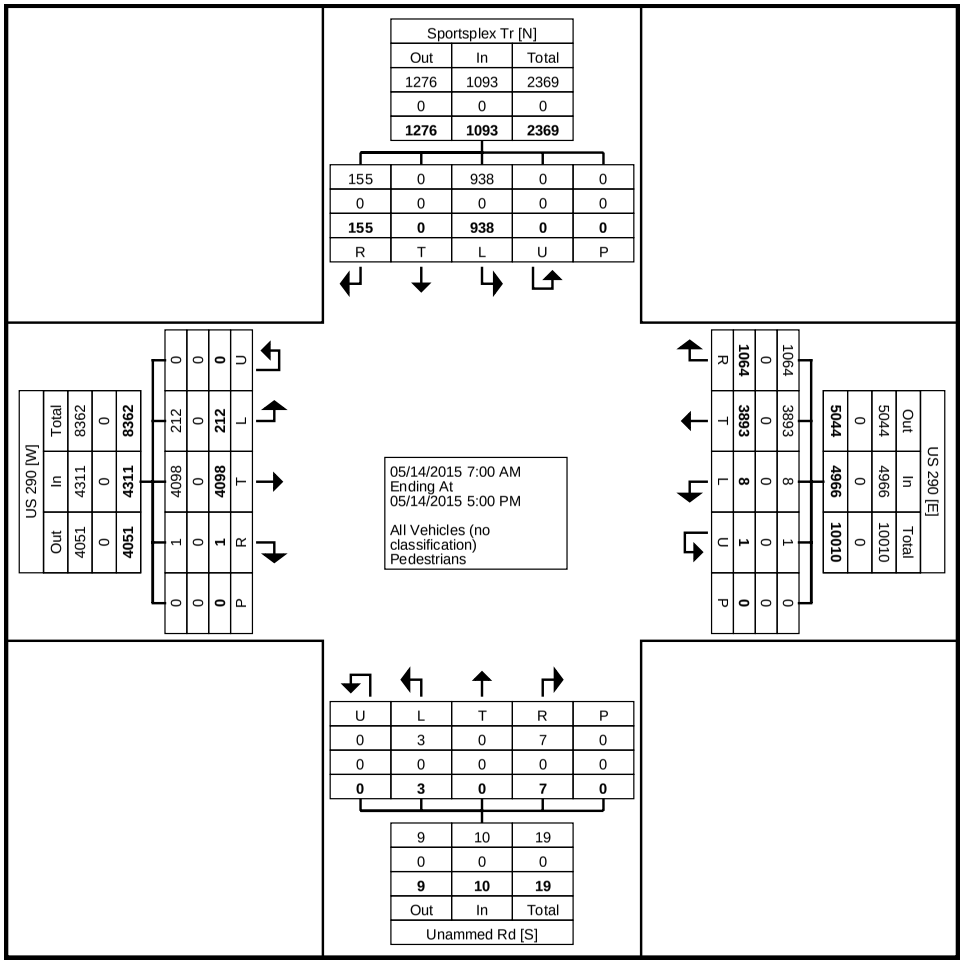
Turning Movement Data

Start Time	Sportsplex Tr Southbound						US 290 Westbound						Unammed Rd Northbound						US 290 Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	34	0	5	0	0	39	0	97	57	0	0	154	0	0	0	0	0	0	24	163	0	0	0	187	380
7:15 AM	51	0	12	0	0	63	0	166	105	0	0	271	0	0	0	0	0	0	42	177	0	0	0	219	553
7:30 AM	71	0	19	0	0	90	0	202	144	0	0	346	0	0	0	0	0	0	59	230	0	0	0	289	725
7:45 AM	49	0	7	0	0	56	0	235	36	0	0	271	0	0	0	0	0	0	5	201	0	0	0	206	533
Hourly Total	205	0	43	0	0	248	0	700	342	0	0	1042	0	0	0	0	0	0	130	771	0	0	0	901	2191
8:00 AM	29	0	3	0	0	32	0	256	60	0	0	316	0	0	0	0	0	0	8	233	0	0	0	241	589
8:15 AM	13	0	28	0	0	41	2	301	106	1	0	410	0	0	2	0	0	2	8	268	0	0	0	276	729
8:30 AM	19	0	8	0	0	27	0	284	144	0	0	428	0	0	0	0	0	0	8	348	0	0	0	356	811
8:45 AM	27	0	5	0	0	32	0	234	122	0	0	356	0	0	0	0	0	0	3	341	0	0	0	344	732
Hourly Total	88	0	44	0	0	132	2	1075	432	1	0	1510	0	0	2	0	0	2	27	1190	0	0	0	1217	2861
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	80	0	19	0	0	99	0	226	36	0	0	262	0	0	2	0	0	2	13	211	0	0	0	224	587
3:15 PM	106	0	10	0	0	116	0	217	17	0	0	234	1	0	0	0	0	1	5	264	0	0	0	269	620
3:30 PM	68	0	7	0	0	75	0	259	18	0	0	277	0	0	2	0	0	2	6	221	0	0	0	227	581
3:45 PM	31	0	6	0	0	37	2	291	41	0	0	334	0	0	0	0	0	0	7	236	0	0	0	243	614
Hourly Total	285	0	42	0	0	327	2	993	112	0	0	1107	1	0	4	0	0	5	31	932	0	0	0	963	2402
4:00 PM	60	0	7	0	0	67	0	337	53	0	0	390	1	0	1	0	0	2	4	219	1	0	0	224	683
4:15 PM	121	0	9	0	0	130	2	275	43	0	0	320	0	0	0	0	0	0	8	386	0	0	0	394	844
4:30 PM	127	0	3	0	0	130	1	247	33	0	0	281	0	0	0	0	0	0	6	335	0	0	0	341	752
4:45 PM	52	0	7	0	0	59	1	266	49	0	0	316	1	0	0	0	0	1	6	265	0	0	0	271	647
Hourly Total	360	0	26	0	0	386	4	1125	178	0	0	1307	2	0	1	0	0	3	24	1205	1	0	0	1230	2926
Grand Total	938	0	155	0	0	1093	8	3893	1064	1	0	4966	3	0	7	0	0	10	212	4098	1	0	0	4311	10380
Approach %	85.8	0.0	14.2	0.0	-	-	0.2	78.4	21.4	0.0	-	-	30.0	0.0	70.0	0.0	-	-	4.9	95.1	0.0	0.0	-	-	-
Total %	9.0	0.0	1.5	0.0	-	10.5	0.1	37.5	10.3	0.0	-	47.8	0.0	0.0	0.1	0.0	-	0.1	2.0	39.5	0.0	0.0	-	41.5	-
All Vehicles (no classification)	938	0	155	0	-	1093	8	3893	1064	1	-	4966	3	0	7	0	-	10	212	4098	1	0	-	4311	10380
% All Vehicles (no classification)	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Site Code:
Start Date: 05/14/2015

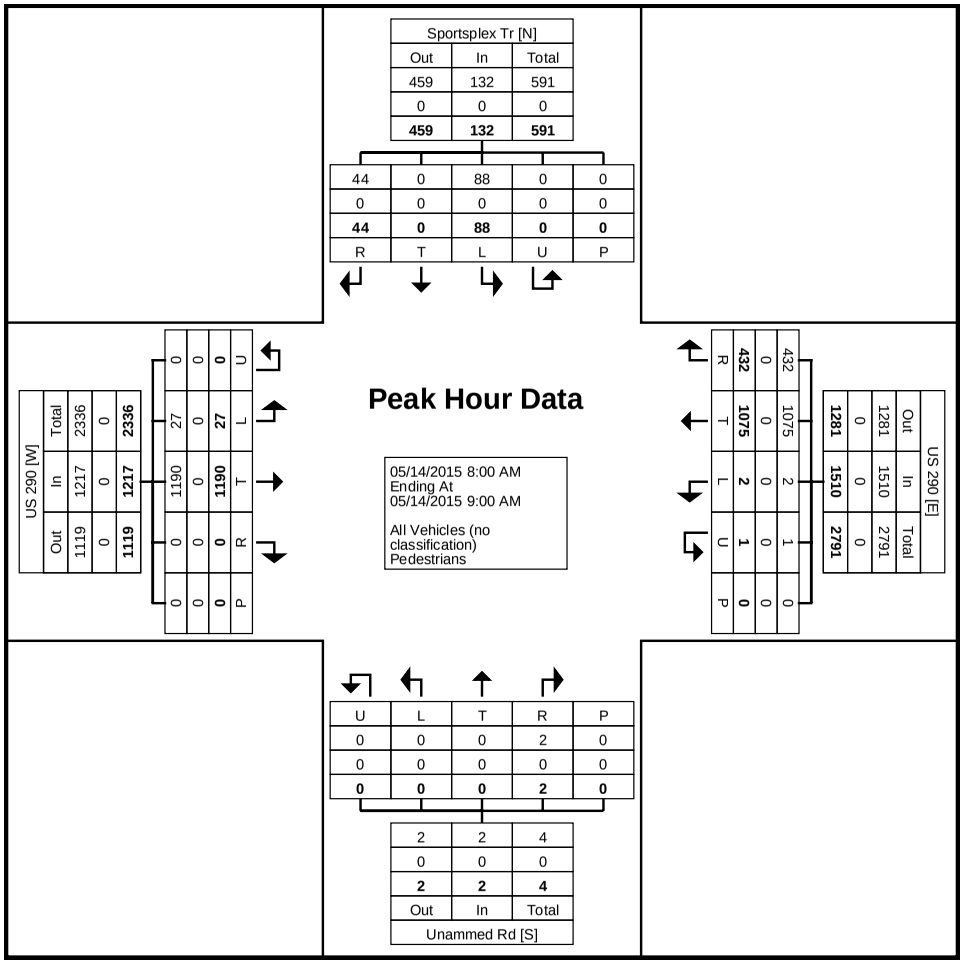
Turning Movement Peak Hour Data (8:00 AM)

Start Time	Sportsplex Tr Southbound						US 290 Westbound						Unammed Rd Northbound						US 290 Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	29	0	3	0	0	32	0	256	60	0	0	316	0	0	0	0	0	0	8	233	0	0	0	241	589
8:15 AM	13	0	28	0	0	41	2	301	106	1	0	410	0	0	2	0	0	2	8	268	0	0	0	276	729
8:30 AM	19	0	8	0	0	27	0	284	144	0	0	428	0	0	0	0	0	0	8	348	0	0	0	356	811
8:45 AM	27	0	5	0	0	32	0	234	122	0	0	356	0	0	0	0	0	0	3	341	0	0	0	344	732
Total	88	0	44	0	0	132	2	1075	432	1	0	1510	0	0	2	0	0	2	27	1190	0	0	0	1217	2861
Approach %	66.7	0.0	33.3	0.0	-	-	0.1	71.2	28.6	0.1	-	-	0.0	0.0	100.0	0.0	-	-	2.2	97.8	0.0	0.0	-	-	-
Total %	3.1	0.0	1.5	0.0	-	4.6	0.1	37.6	15.1	0.0	-	52.8	0.0	0.0	0.1	0.0	-	0.1	0.9	41.6	0.0	0.0	-	42.5	-
PHF	0.759	0.000	0.393	0.000	-	0.805	0.250	0.893	0.750	0.250	-	0.882	0.000	0.000	0.250	0.000	-	0.250	0.844	0.855	0.000	0.000	-	0.855	0.882
All Vehicles (no classification)	88	0	44	0	-	132	2	1075	432	1	-	1510	0	0	2	0	-	2	27	1190	0	0	-	1217	2861
% All Vehicles (no classification)	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	-	-	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

HDR@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
555 leslie.pollack@hdrinc.com

Count Name: US 290 at Sportsplex Tr
Site Code:
Start Date: 05/14/2015



Turning Movement Peak Hour Data Plot (8:00 AM)

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5215 Sycamore Ave

Pasadena, Texas, United States 77503
555 leslie.pollack@hdrinc.com

Count Name: US 290 at Sportsplex Tr
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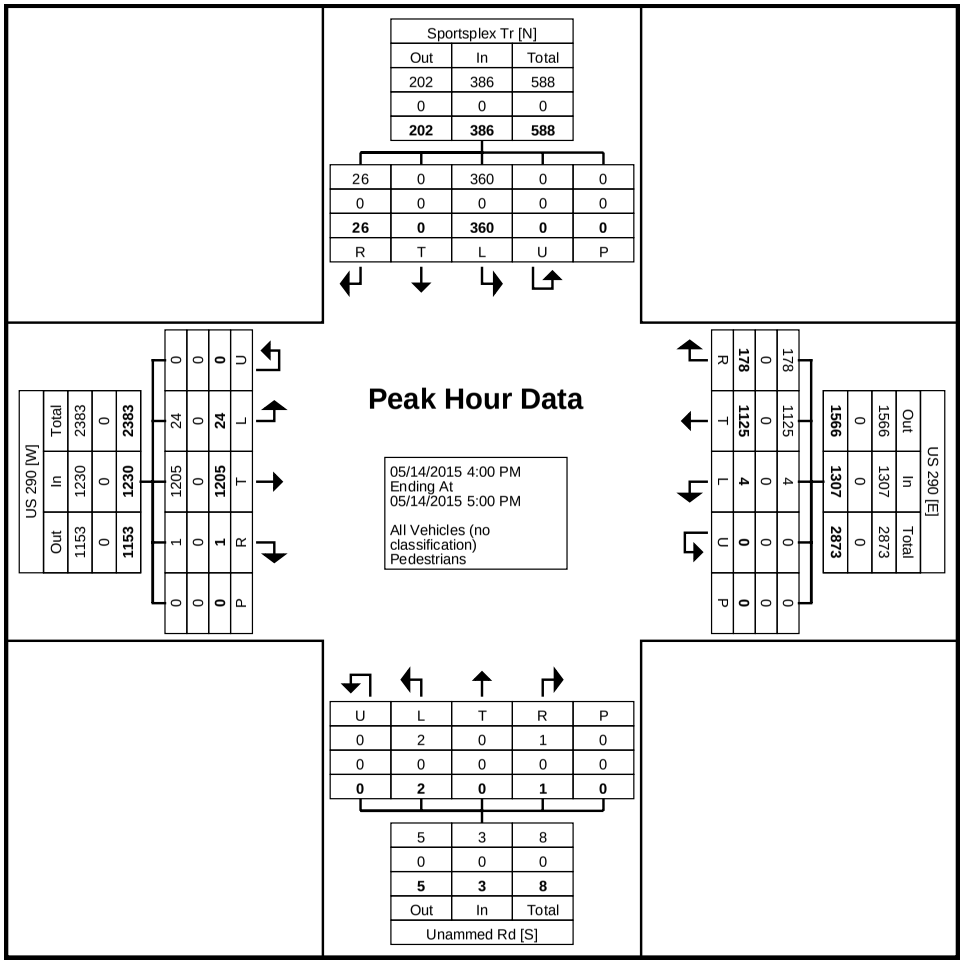
Turning Movement Peak Hour Data (4:00 PM)

Start Time	Sportsplex Tr Southbound						US 290 Westbound						Unammed Rd Northbound						US 290 Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:00 PM	60	0	7	0	0	67	0	337	53	0	0	390	1	0	1	0	0	2	4	219	1	0	0	224	683
4:15 PM	121	0	9	0	0	130	2	275	43	0	0	320	0	0	0	0	0	0	8	386	0	0	0	394	844
4:30 PM	127	0	3	0	0	130	1	247	33	0	0	281	0	0	0	0	0	0	6	335	0	0	0	341	752
4:45 PM	52	0	7	0	0	59	1	266	49	0	0	316	1	0	0	0	0	1	6	265	0	0	0	271	647
Total	360	0	26	0	0	386	4	1125	178	0	0	1307	2	0	1	0	0	3	24	1205	1	0	0	1230	2926
Approach %	93.3	0.0	6.7	0.0	-	-	0.3	86.1	13.6	0.0	-	-	66.7	0.0	33.3	0.0	-	-	2.0	98.0	0.1	0.0	-	-	-
Total %	12.3	0.0	0.9	0.0	-	13.2	0.1	38.4	6.1	0.0	-	44.7	0.1	0.0	0.0	0.0	-	0.1	0.8	41.2	0.0	0.0	-	42.0	-
PHF	0.709	0.000	0.722	0.000	-	0.742	0.500	0.835	0.840	0.000	-	0.838	0.500	0.000	0.250	0.000	-	0.375	0.750	0.780	0.250	0.000	-	0.780	0.867
All Vehicles (no classification)	360	0	26	0	-	386	4	1125	178	0	-	1307	2	0	1	0	-	3	24	1205	1	0	-	1230	2926
% All Vehicles (no classification)	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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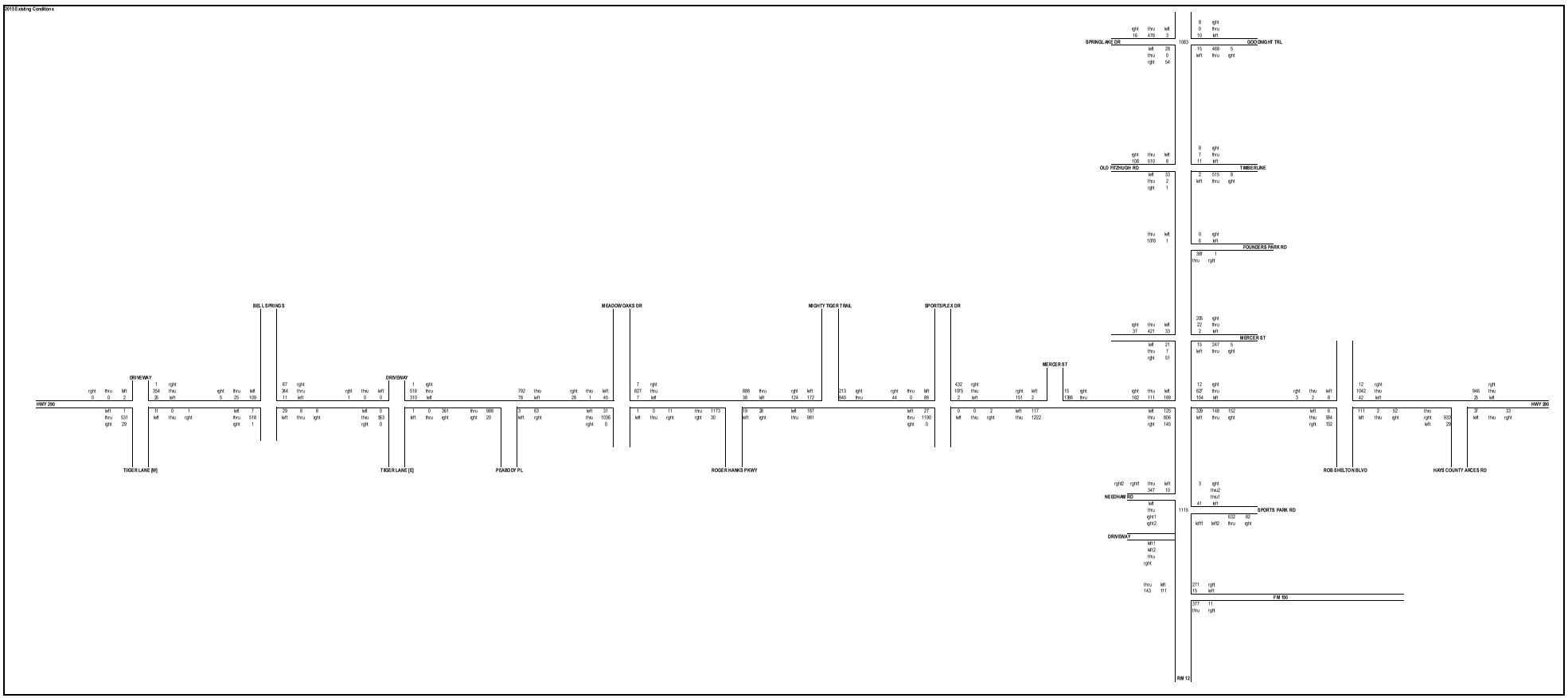
Turning Movement Peak Hour Data Plot (4:00 PM)

Distribution Worksheets

Dripping Springs
DISTRIBUTION SPREADSHEET

AM Peak

2015 Existing Conditions



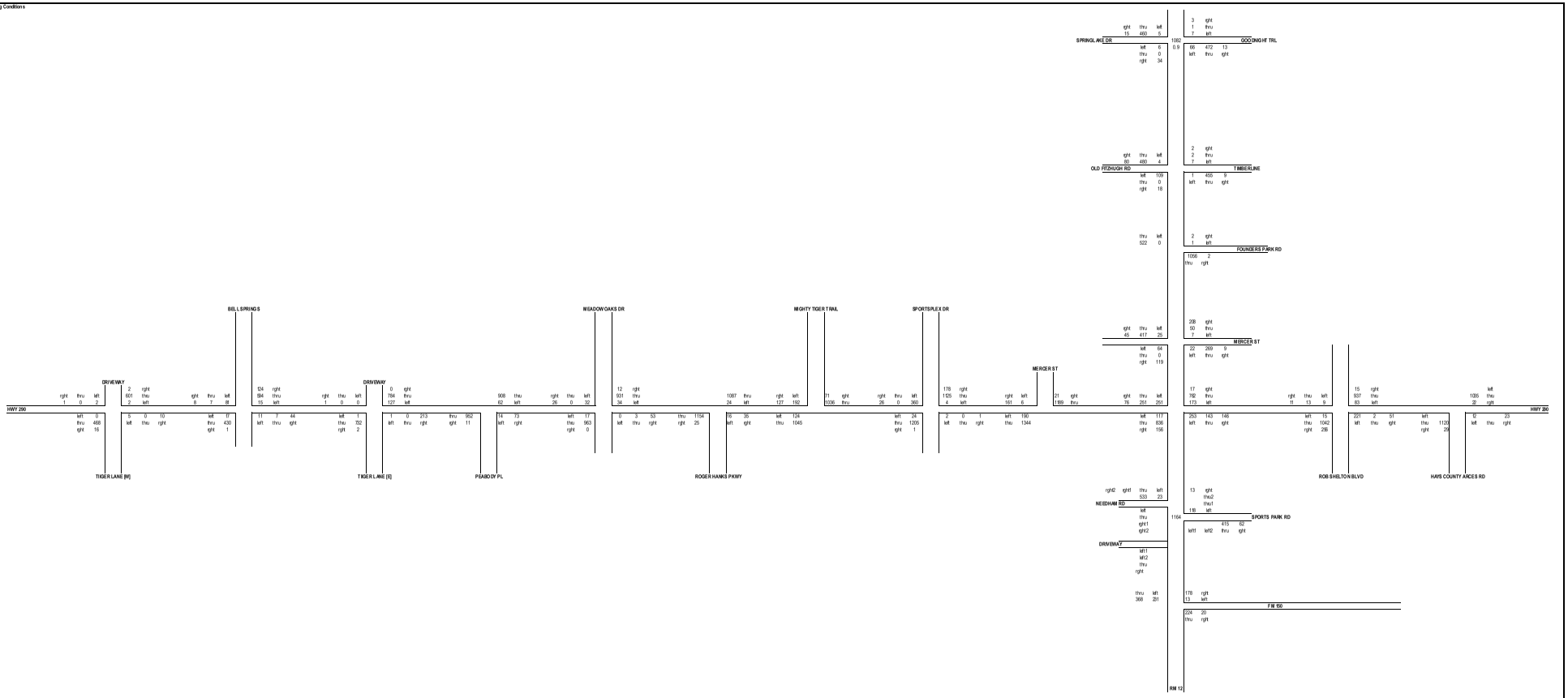
TA - 291

10/8/2015

Dripping Springs
DISTRIBUTION SPREADSHEET

PM Peak

2015 Existing Conditions



TA - 292

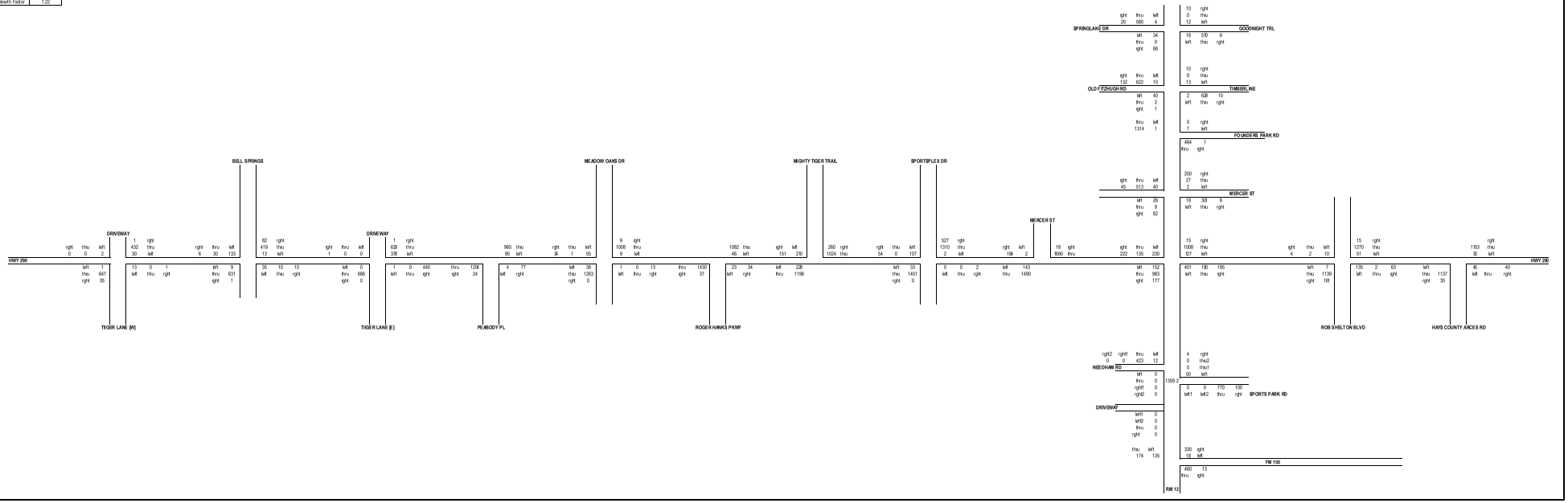
10/8/2015

Dripping Springs
DISTRIBUTION SPREADSHEET

AM Peak

2025 Forecasted Conditions

Existing Year	2015
Buildout Year	2025
Growth Rate	2.0%
Growth Factor	1.22



TA - 293

10/8/2015

Dripping Springs

DISTRIBUTION SPREADSHEET

PM Peak

2025 Forecasted Conditions

Existing Year	2015
Buildout Year	2025
Growth Rate	2.0%
Growth Factor	1.22



TA - 294

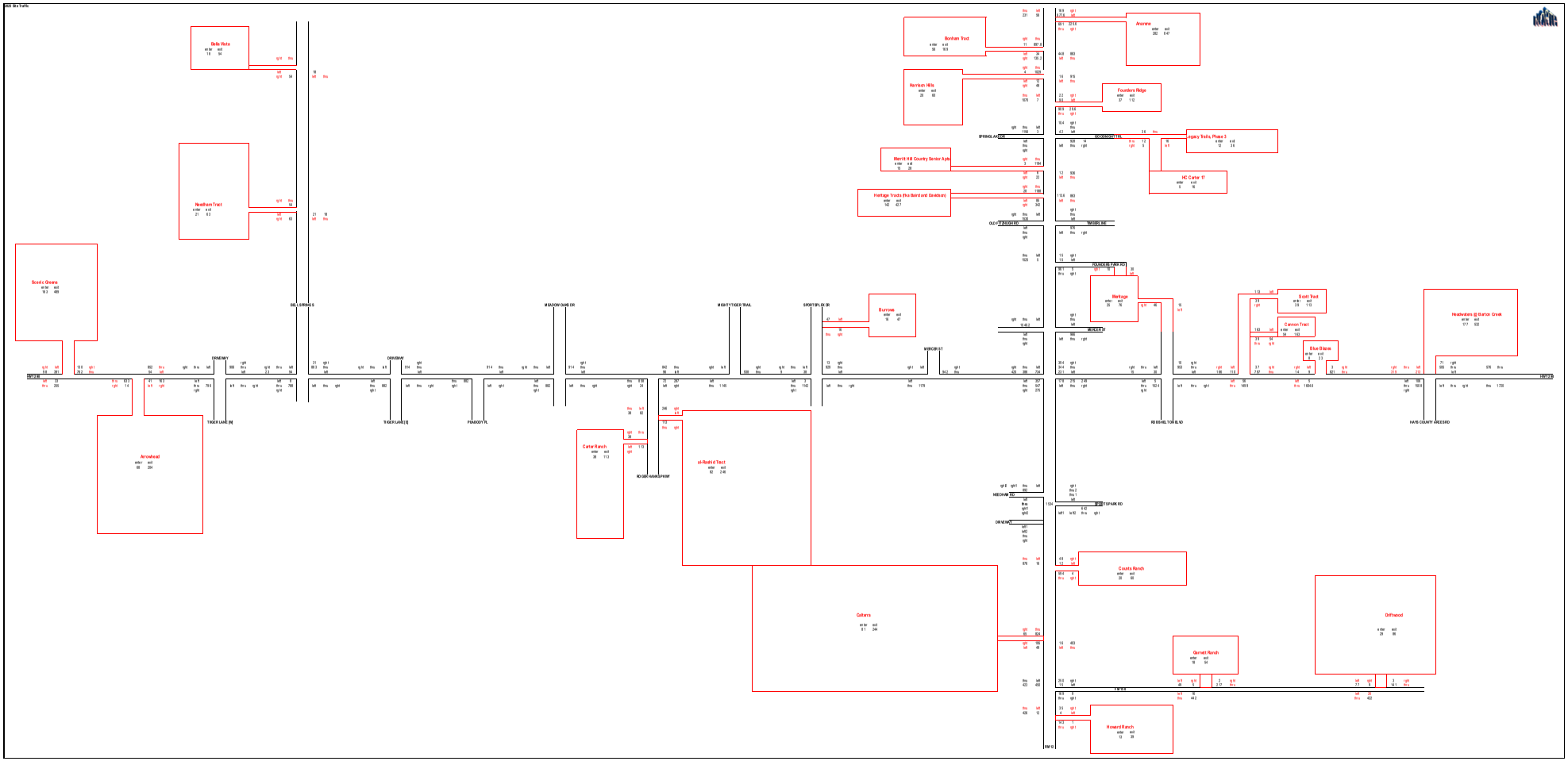
10/8/2015

Dripping Springs

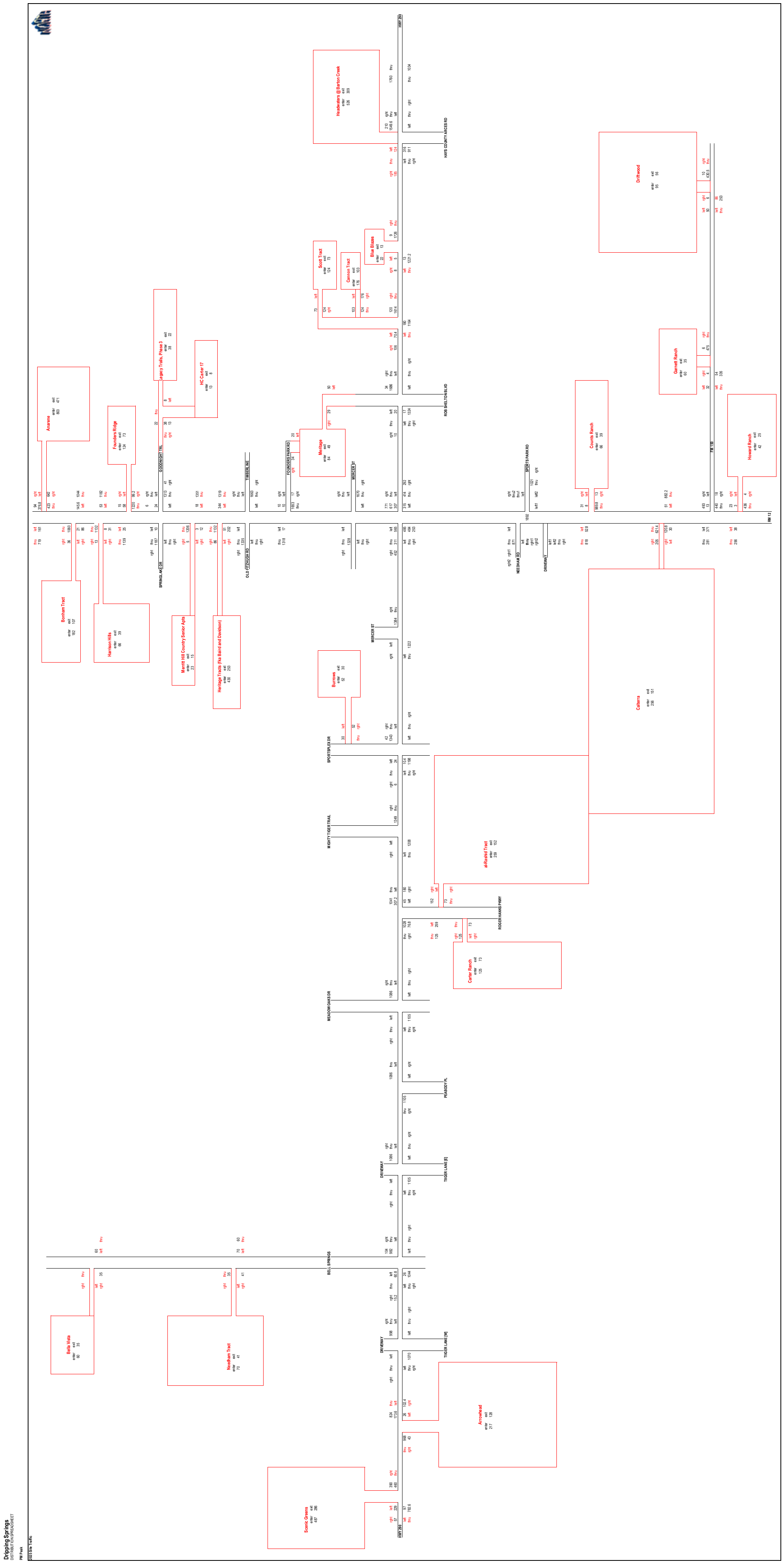
DISTRIBUTION SPREADSHEET

AM Peak

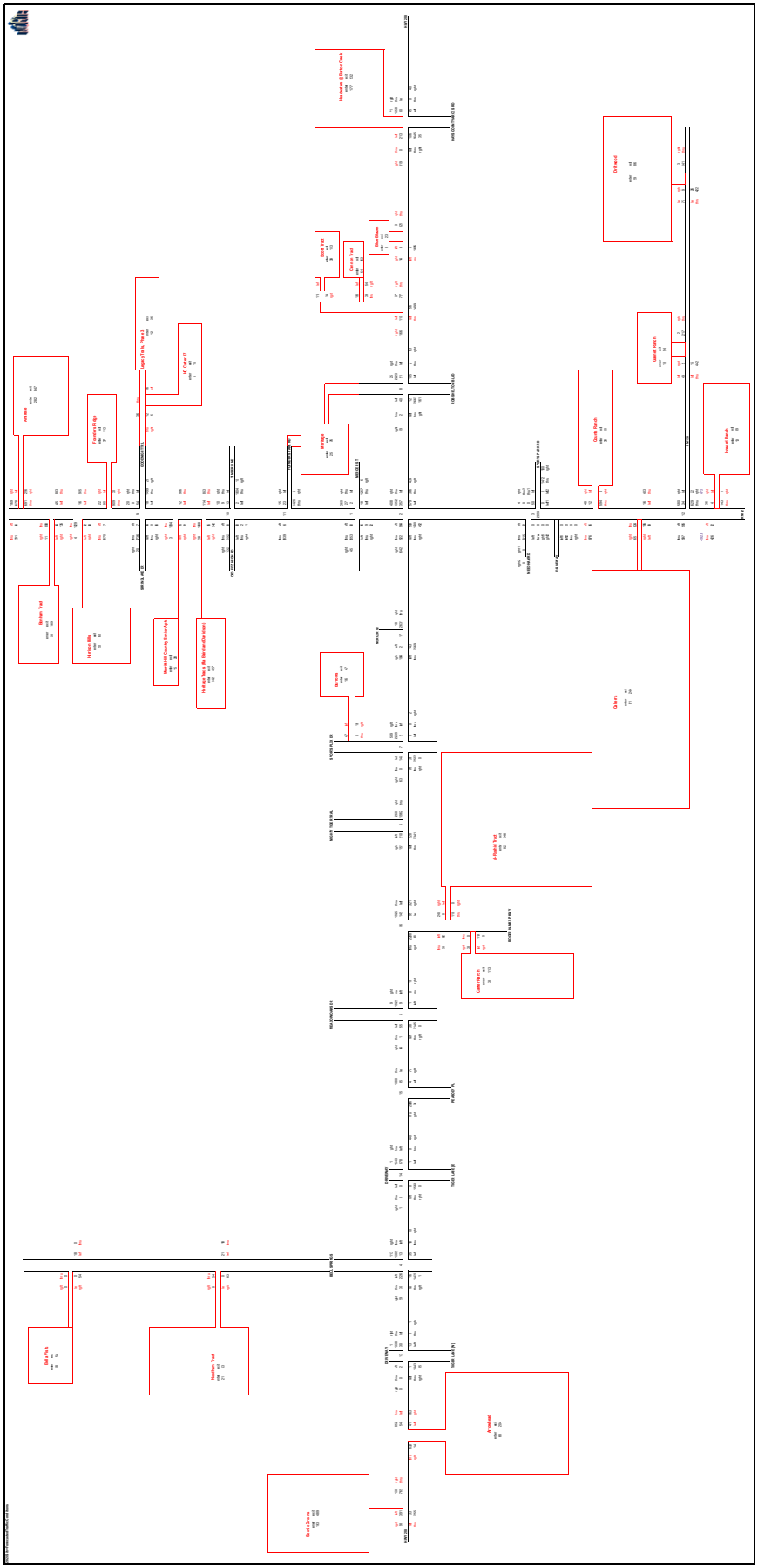
TA - 295



10/8/2015



1/8/2015

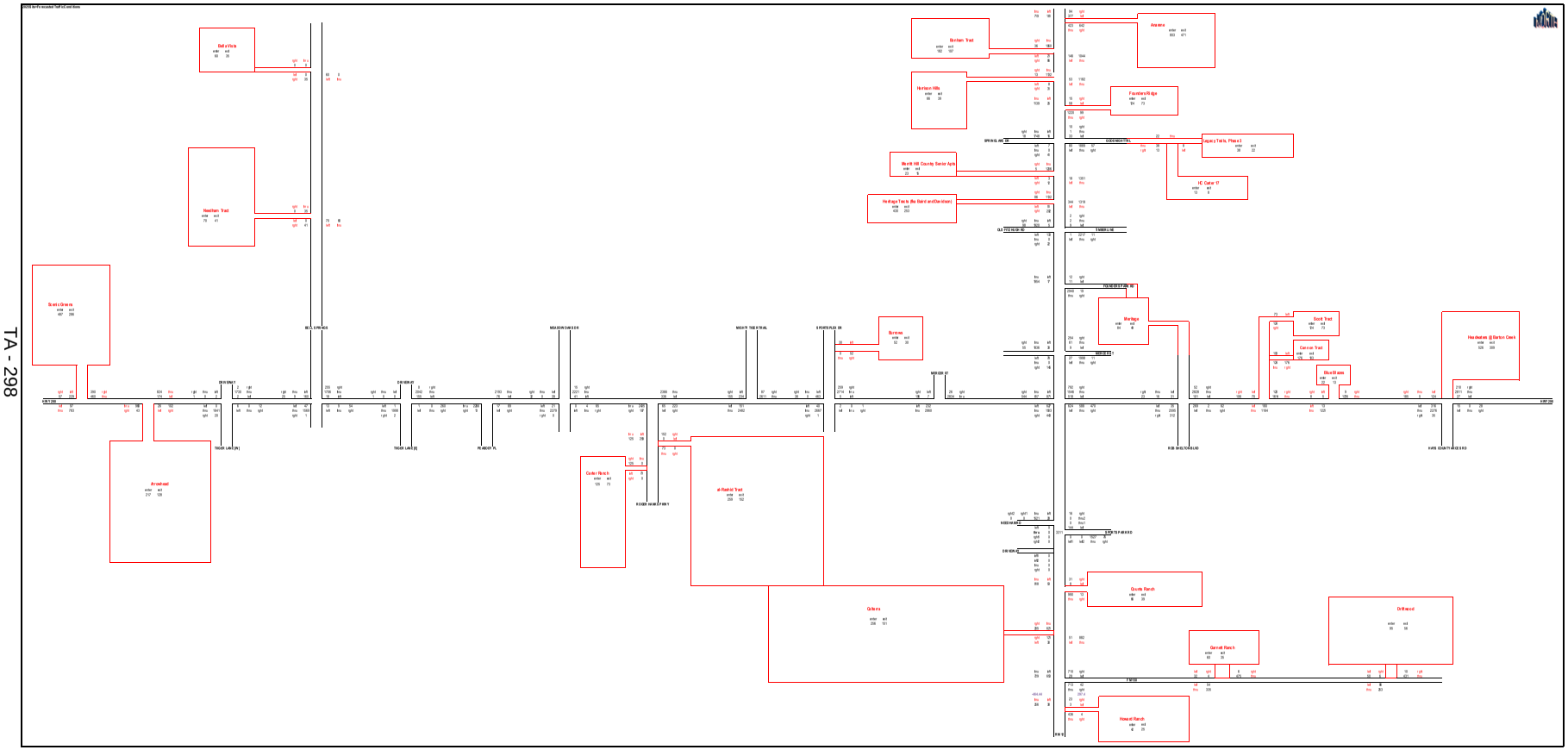


Dripping Springs

DS TIRB UTICHI S PRE ADS HE ET

PM Peak

TA - 298



10/8/2015

Intersection Analysis

1: RM 12 & Mercer St /Mercer St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.1	4.0	0.6	0.9	3.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	38.3	29.6	7.1	28.4	26.2	10.1	15.0	10.4	5.8	22.6	8.2	13.6

1: RM 12 & Mercer St /Mercer St Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	10.3

2: HWY 290 & RM 12 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	53.8	32.9	60.7	1.0	0.6	0.4
Total Del/Veh (s)	52.9	28.4	30.8	66.6	49.6	57.2	118.0	80.1	35.9	51.1	39.6	20.6

2: HWY 290 & RM 12 Performance by movement

Movement	All
Denied Del/Veh (s)	9.5
Total Del/Veh (s)	48.9

3: Driveway & RM 12 & Needham Rd/Sports Park Rd Performance by movement

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	33.0	34.3	11.8	7.0	23.8	30.1	21.6	14.1	4.1	4.3	9.8	5.2

3: Driveway & RM 12 & Needham Rd/Sports Park Rd Performance by movement

Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2	All
Denied Del/Veh (s)	0.4	0.3	0.0	0.0	0.1	0.1	0.1	0.1	0.2
Total Del/Veh (s)	24.0	18.5	4.3	33.1	9.7	24.5	36.6	7.5	13.2

4: HWY 290 & Bell Springs 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	0.2	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	9.3	10.3	3.6	12.1	8.7	5.7	38.4	31.3	15.0	32.4	28.4	23.4

4: HWY 290 & Bell Springs Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	13.7

5: HWY 290 & Meadow Oaks Dr Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.4	15.1	21.6	8.2	3.6	39.1	35.0	12.1	31.1	35.7	12.4	12.5

6: HWY 290 & Mighty Tiger Trail Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Del/Veh (s)	21.3	13.8	33.6	30.1	22.3	20.2	23.5

7: HWY 290 & Sportsplex Dr 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	0.1	0.1	0.1	0.4	0.1	0.4
Total Del/Veh (s)	39.9	13.2	10.2	20.6	13.6	15.8	17.1	28.1	12.1	43.1	33.7	30.8

7: HWY 290 & Sportsplex Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	15.8

8: Rob Shelton Blvd & HWY 290 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	0.7	0.0	0.0	2.8	0.1	0.4	4.2	0.1	0.1
Total Del/Veh (s)	10.1	8.3	7.5	17.7	5.5	2.5	187.5	28.7	62.3	40.2	57.4	15.5

8: Rob Shelton Blvd & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	18.7

9: RM 12 & Springlake Drive/Goodnight Trail Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	36.2	25.9	24.1	26.9	19.4	9.1	3.9	1.9	0.2	5.0	1.3	0.0

9: RM 12 & Springlake Drive/Goodnight Trail Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	4.6

10: Timberline & RM 12 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	0.1	0.1	0.0	0.3	0.4	0.0	0.0	0.0
Total Del/Veh (s)	62.6	27.2	21.8	20.6	37.1	11.9	2.5	2.6	0.9	4.1	4.7	1.5

10: Timberline & RM 12 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	6.0

11: RM 12 & Founders Park Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	1.0	0.6
Total Del/Veh (s)	82.2	2.8	2.6	1.0	4.6	7.4	5.9

12: RM 12 & FM 150 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	1.0	3.6	0.0	0.0	0.0	0.0	1.1
Total Del/Veh (s)	13.1	13.8	1.7	0.1	3.9	0.6	5.5

13: Tiger Lane (W) & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	3.3	0.1	0.2	0.5	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.4	1.3	0.3	4.6	3.1	8.0	13.3	2.4	11.5	5.9	2.9	2.3

14: Tiger Lane (E) & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.0	0.0	0.8	3.5	0.1	0.1	0.1	0.8
Total Del/Veh (s)	5.2	5.7	5.7	12.3	1.6	0.0	65.3	22.0	49.9	64.7	17.0	9.8

15: Peabody Pl & HWY 290 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	2.6	0.8	24.8	3.0	315.3	136.6	12.6

16: Roger Hanks Pkwy & HWY 290 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.5	8.2	34.0	6.4	115.3	17.2	9.4

17: HWY 290 & Mercer St Performance by movement

Movement	EBL	EBT	WBT	WBR	SWL	SWR	All
Denied Del/Veh (s)	0.6	0.0	0.0	0.0	0.1	3.8	0.2
Total Del/Veh (s)	54.0	4.2	8.7	8.7	173.2	29.2	10.0

18: Hays Country Acres Rd & HWY 290 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.1	0.0
Total Del/Veh (s)	2.2	1.1	6.8	0.7	58.8	32.2	3.6

Total Network Performance

Denied Del/Veh (s)	6.0
Total Del/Veh (s)	81.1

Summary of All Intervals

Run Number	1	2	3	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	8324	8295	8316	8306
Vehs Exited	7640	7602	7667	7632
Starting Vehs	477	507	552	509
Ending Vehs	1161	1200	1201	1177
Travel Distance (mi)	17104	17155	17114	17124
Travel Time (hr)	1003.6	1115.0	1094.8	1071.1
Total Delay (hr)	590.0	699.7	680.5	656.7
Total Stops	19916	19487	20199	19870
Fuel Used (gal)	654.4	682.2	678.3	671.6

Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60

Volumes adjusted by PHF, Growth Factors, Anti PHF.

Run Number	1	2	3	Avg
Vehs Entered	8324	8295	8316	8306
Vehs Exited	7640	7602	7667	7632
Starting Vehs	477	507	552	509
Ending Vehs	1161	1200	1201	1177
Travel Distance (mi)	17104	17155	17114	17124
Travel Time (hr)	1003.6	1115.0	1094.8	1071.1
Total Delay (hr)	590.0	699.7	680.5	656.7
Total Stops	19916	19487	20199	19870
Fuel Used (gal)	654.4	682.2	678.3	671.6

1: RM 12 & Mercer St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	12.8	0.6	15.3	5.4	5.8	5.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	109.7	225.5	122.5	126.4	57.6	29.9	13.1	8.2	3.5	100.0	95.0	101.9

1: RM 12 & Mercer St Performance by movement

Movement	All
Denied Del/Veh (s)	3.9
Total Del/Veh (s)	70.0

2: HWY 290 & RM 12 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	449.0	461.9	411.2	11.1	14.4	15.4
Total Del/Veh (s)	212.6	203.8	223.7	54.9	20.1	21.8	171.3	92.9	40.2	99.9	97.0	32.9

2: HWY 290 & RM 12 Performance by movement

Movement	All
Denied Del/Veh (s)	79.3
Total Del/Veh (s)	122.5

3: Driveway & RM 12 & Needham Rd/Sports Park Rd Performance by movement

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2	1.1	0.8
Total Del/Veh (s)	24.7	43.7	30.8	6.3	20.1	19.4	24.9	14.2	31.5	9.3	14.6	9.3

3: Driveway & RM 12 & Needham Rd/Sports Park Rd Performance by movement

Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.4
Total Del/Veh (s)	18.8	14.8	7.3	13.6	27.0	37.7	27.7	7.8	15.3

4: Bell Springs & HWY 290 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	0.6	1.2	1.1	0.0	0.0	0.0
Total Del/Veh (s)	14.4	9.8	2.9	13.8	14.7	10.5	41.4	39.8	19.2	36.3	36.8	25.6

4: Bell Springs & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	15.8

5: Meadow Oaks Dr & HWY 290 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	0.1	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	16.7	14.7	14.1	24.5	20.1	12.7	31.7	26.0	11.9	25.3	23.2	10.9

5: Meadow Oaks Dr & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	16.9

6: HWY 290 & Mighty Tiger Trail Performance by movement

Movement	EBL	EBT	WBT	WBR	SWL	SWR	All
Denied Del/Veh (s)	0.3	0.1	0.0	0.0	0.3	0.2	0.1
Total Del/Veh (s)	37.8	31.2	57.1	54.8	31.8	21.1	39.8

7: Sportsplex Dr & HWY 290 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	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	119.2	91.0	53.7	43.3	16.1	14.5	28.2	31.4	18.8	67.7	65.1	66.8

7: Sportsplex Dr & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	59.9

8: Rob Shelton Blvd & HWY 290 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	223.6	117.3	241.7	4.0	0.2	0.3
Total Del/Veh (s)	17.2	15.1	17.3	18.2	7.8	5.9	492.9	522.8	383.8	47.8	59.6	12.6

8: Rob Shelton Blvd & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	23.7
Total Del/Veh (s)	54.2

9: RM 12 & Springlake Drive/Goodnight Trail Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.6	18.5	6.2	14.4	15.0	4.8	3.6	1.4	0.2	2.5	0.8	0.0

9: RM 12 & Springlake Drive/Goodnight Trail Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.8

10: Timberline & RM 12 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	0.1	0.1	0.0	0.0	0.0	0.3	0.0	0.0
Total Del/Veh (s)	82.8	115.2	79.7	19.7	23.8	14.0	3.7	0.9	0.0	4.3	1.7	0.4

10: Timberline & RM 12 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	10.7

11: RM 12 & Founders Park Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.5	0.2	0.0	0.0	0.3
Total Del/Veh (s)	43.1	10.7	3.1	1.4	8.2	2.3	3.0

12: RM 12 & FM 150 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.6	3.8	0.0	0.0	0.0	0.0	0.7
Total Del/Veh (s)	10.2	4.6	1.1	0.1	3.6	0.9	2.3

13: Tiger Lane (W) & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.5	0.1	0.2	0.0	0.0	0.0	0.1	0.1	0.2	0.1	0.1	0.1
Total Del/Veh (s)	5.9	0.3	0.2	5.7	2.7	1.8	15.0	8.8	3.8	12.0	16.7	4.5

13: Tiger Lane (W) & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	1.9

14: Tiger Lane (E) & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.5	0.1	0.0	0.0	0.0	0.0	1.5	3.7	0.1	0.1	0.1	0.6
Total Del/Veh (s)	5.4	2.8	1.8	12.0	1.0	0.1	32.6	19.1	53.5	23.3	9.9	5.6

15: Peabody Pl & HWY 290 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	1.1	0.2	423.7	452.2	36.8
Total Del/Veh (s)	2.3	1.0	79.5	4.2	1470.6	1271.1	72.4

16: Roger Hanks Pkwy & HWY 290 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.2	6.9	22.3	5.3	60.7	13.9	7.1

17: HWY 290 & Mercer St Performance by movement

Movement	EBL	EBT	WBT	WBR	SWL	SWR	All
Denied Del/Veh (s)	6.1	9.9	0.0	0.1	156.5	173.7	15.1
Total Del/Veh (s)	91.5	61.6	5.6	5.2	1649.8	198.4	53.7

18: Hays Country Acres Rd & HWY 290 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.0	4.4	4.5	0.4	33.4	10.8	2.4

Total Network Performance

Denied Del/Veh (s)	66.0
Total Del/Veh (s)	202.8

1: RM 12 & Mercer St Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1069.1	1.5	2.7	1.8	38.8	51.0	40.1

2: HWY 290 & RM 12 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	0.0	0.0	2.0	0.8	1.0
Total Del/Veh (s)	645.4	204.0	247.0	626.1	74.6	37.3	55.3	49.3	24.2	62.6	57.5	57.4

2: HWY 290 & RM 12 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	150.6

3: RM 12 & Driveway/Sports Park Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	4.0	0.1	0.9	0.1	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	33.9	9.5	65.1	24.5	7.1	3.6	2.3	13.9	0.7	0.3	3.9

4: Bell Springs & HWY 290 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	0.1	4.0	0.1	0.1	3.7	0.9	0.7
Total Del/Veh (s)	18.1	17.2	3.4	28.0	10.5	10.6	64.1	114.0	23.0	71.4	66.1	19.8

4: Bell Springs & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	20.2

5: Meadow Oaks Dr & HWY 290 Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0	0.9	0.6	3.7	4.0	2.2	0.2	0.3
Total Del/Veh (s)	21.4	11.2	57.9	7.8	7.5	82.5	72.1	31.2	75.1	141.1	18.0	14.5

6: HWY 290 & Mighty Tiger Trail Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.8	0.2	0.1
Total Del/Veh (s)	52.6	47.5	17.7	8.5	62.9	110.3	37.2

7: Sportsplex Dr & HWY 290 Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBR	SBL	SBR	All
Denied Del/Veh (s)	17.1	7.6	0.0	0.0	0.0	0.1	0.0	0.0	3.6
Total Del/Veh (s)	96.2	133.9	11.8	7.0	8.9	45.8	84.1	16.3	67.5

8: Rob Shelton Blvd & HWY 290 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	0.2	0.1	0.0	3.0	0.1	3.1	4.1	0.1	0.1
Total Del/Veh (s)	21.4	10.7	10.9	46.0	19.7	22.9	134.8	21.2	16.9	46.7	25.4	56.8

8: Rob Shelton Blvd & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	19.0

9: RM 12 & Springlake Drive/Goodnight Trail Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	80.1	3.7	43.8	52.2	27.0	31.0	3.0	1.5	11.7	5.0	1.5	6.5

10: Old Fitzhugh Rd/Timberline & RM 12 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	4.2	4.2	4.2	0.1	0.1	0.0	0.0	0.3	0.4	0.6	1.2
Total Del/Veh (s)	74.2	46.3	9.6	48.3	52.7	20.4	435.1	4.5	2.2	34.9	22.4	22.4

10: Old Fitzhugh Rd/Timberline & RM 12 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	16.8

11: RM 12 & Founders Park Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	118.8	339.5	227.5
Total Del/Veh (s)	1915.7	1257.7	1.1	0.5	92.9	95.5	66.0

12: RM 12 & FM 150 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	1.3	3.4	0.0	0.0	0.0	0.0	0.9
Total Del/Veh (s)	42.7	89.9	19.5	5.0	22.6	4.2	33.7

13: Tiger Lane (W) & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.0	0.1	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	14.3	0.6	0.1	15.5	2.2	4.5	36.8	5.0	141.7	26.0	4.2	1.7

14: Tiger Lane (E) & HWY 290 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.1	0.0
Total Del/Veh (s)	4.9	6.0	0.6	0.4	19.3	98.2	4.0

15: Peabody Pl & HWY 290 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.1	0.0
Total Del/Veh (s)	1.9	0.8	1.5	16.3	1.9

16: Roger Hanks Pkwy & HWY 290 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	21.5	12.0	73.5	9.7	49.4	40.7	20.2

17: HWY 290 & Mercer St Performance by movement

Movement	EBL	EBT	WBT	WBR	SWL	SWR	All
Denied Del/Veh (s)	2.0	5.3	0.0	0.0	0.1	3.9	2.6
Total Del/Veh (s)	117.4	111.8	5.9	6.3	0.9	64.0	58.4

18: Hays Country Acres Rd & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	3.8	0.1	0.2	3.3	1.2	0.3
Total Del/Veh (s)	34.3	19.9	5.1	44.8	17.3	9.3	41.3	0.0	24.4	50.8	17.0	20.6

Total Network Performance

Denied Del/Veh (s)	78.4
Total Del/Veh (s)	260.8

1: RM 12 & Mercer St Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	1519.6	0.2	0.0	0.0	0.0	0.0	72.4
Total Del/Veh (s)	2234.4	1.7	3.2	1.3	63.5	51.4	66.0

2: HWY 290 & RM 12 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	223.0	203.1	247.3	357.8	345.2	353.6	0.0	0.0	149.3
Total Del/Veh (s)	447.9	158.5	213.6	384.3	54.6	201.0	148.4	241.9	197.4	88.4	75.4	171.8

3: RM 12 & Driveway/Sports Park Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.3	0.1	0.1	3.8	0.6	0.4	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	93.7	88.8	22.3	59.9	52.2	14.3	11.4	9.7	30.8	2.3	11.2

4: Bell Springs & HWY 290 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	3.7	1.9	2.1	3.8	0.4	0.5	3.7	0.7	0.6
Total Del/Veh (s)	71.7	92.7	42.3	111.5	25.2	22.3	56.6	70.3	36.1	48.5	32.4	7.6

4: Bell Springs & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	1.4
Total Del/Veh (s)	63.0

5: Meadow Oaks Dr & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	36.3	31.0	8.0	0.6	0.0	0.3	604.0	790.0	552.3	3.9	0.1	0.3
Total Del/Veh (s)	26.5	51.6	56.3	27.3	10.3	13.4	100.0	112.1	206.5	64.9	82.7	17.3

5: Meadow Oaks Dr & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	75.0
Total Del/Veh (s)	44.6

6: HWY 290 & Mighty Tiger Trail Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	20.1	36.0	39.3	0.1	228.9	206.8	59.8
Total Del/Veh (s)	163.8	142.3	160.0	74.9	418.6	456.9	180.8

7: Sportsplex Dr & HWY 290 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	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	259.5	180.0	84.7	83.8	54.8	24.5	116.8	45.4	44.7	332.4	93.8	111.5

7: Sportsplex Dr & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	134.2

8: Rob Shelton Blvd & HWY 290 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	3.1	1.0	0.3	3.9	0.1	0.1
Total Del/Veh (s)	61.5	21.9	28.8	82.8	197.8	495.0	114.1	74.8	11.0	50.7	62.0	44.1

8: Rob Shelton Blvd & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	99.8

9: RM 12 & Springlake Drive/Goodnight Trail Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	50.3	62.0	36.7	58.0	35.5	27.8	174.1	2.5	1.2	42.2	38.3	37.1

9: RM 12 & Springlake Drive/Goodnight Trail Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	25.2

10: Old Fitzhugh Rd/Timberline & RM 12 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	970.4	1181.7	1108.3	3.9	0.1	0.7	0.0	0.0	0.0	0.0	38.8	75.7
Total Del/Veh (s)	349.2	287.6	246.5	77.7	71.7	15.1	81.4	9.3	8.6	127.8	137.1	133.1

10: Old Fitzhugh Rd/Timberline & RM 12 Performance by movement

Movement	All
Denied Del/Veh (s)	114.9
Total Del/Veh (s)	83.5

11: RM 12 & Founders Park Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.1	0.0	212.4	102.0	48.1
Total Del/Veh (s)	63.3	37.9	5.5	3.2	181.6	183.7	85.4

12: RM 12 & FM 150 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	1.9	3.4	0.0	0.0	0.0	0.0	1.0
Total Del/Veh (s)	43.7	29.7	54.5	49.5	25.8	3.1	29.7

13: Tiger Lane (W) & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.8	0.2	0.2	0.0	0.0	0.0	299.6	519.8	263.4	0.1	0.1	0.1
Total Del/Veh (s)	9.1	11.6	12.2	23.4	4.0	7.0	331.5	797.1	363.3	797.5	337.4	397.9

13: Tiger Lane (W) & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	5.1
Total Del/Veh (s)	14.7

14: Tiger Lane (E) & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	781.3	125.5	479.9	0.0	0.0	904.3	0.1	0.1	0.1	126.0
Total Del/Veh (s)	17.2	125.9	158.5	0.6	0.0	1245.4	817.1	472.2	1258.0	99.6

15: Peabody Pl & HWY 290 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Del/Veh (s)	99.0	207.8	0.0	1045.4	85.7
Total Del/Veh (s)	59.3	59.1	1.9	3123.0	80.6

16: Roger Hanks Pkwy & HWY 290 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	312.2	242.4	507.5	23.0	59.3	68.8	198.3

17: HWY 290 & Mercer St Performance by movement

Movement	EBL	EBT	WBT	WBR	SWL	SWR	All
Denied Del/Veh (s)	69.8	41.9	22.0	17.7	0.6	3.9	32.4
Total Del/Veh (s)	508.0	59.4	35.8	27.5	57.3	37.8	68.1

18: Hays Country Acres Rd & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.2	3.5	1.3	0.7	0.1
Total Del/Veh (s)	122.3	10.5	5.8	90.9	77.8	73.5	38.2	23.0	52.5	70.7	28.2	51.3

Total Network Performance

Denied Del/Veh (s)	343.7
Total Del/Veh (s)	543.1

1: RM 12 & Mercer St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.6	3.8	989.3	943.6	844.8	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	307.6	164.8	275.6	1239.7	453.6	350.8	15.1	13.6	13.3	347.6	292.4	278.6

1: RM 12 & Mercer St Performance by movement

Movement	All
Denied Del/Veh (s)	175.9
Total Del/Veh (s)	185.7

2: HWY 290 & RM 12 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	336.1	263.8	330.9	456.7	475.4	503.9
Total Del/Veh (s)	702.1	214.2	225.9	280.8	255.1	287.0	130.9	122.9	51.7	110.2	71.7	26.8

2: HWY 290 & RM 12 Performance by movement

Movement	All
Denied Del/Veh (s)	152.8
Total Del/Veh (s)	223.5

3: Driveway & RM 12 & Needham Rd/Sports Park Rd Performance by movement

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	1354.2	1337.0	528.3	352.7
Total Del/Veh (s)	34.3	44.9	44.1	3.8	39.0	36.7	60.1	33.9	51.0		38.2	36.4

3: Driveway & RM 12 & Needham Rd/Sports Park Rd Performance by movement

Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2	All
Denied Del/Veh (s)	0.6	0.2	0.0	0.0	0.1	0.1	0.1	0.1	313.1
Total Del/Veh (s)	40.2	15.0	32.0	2.0	41.9	2.6	63.6	17.6	29.4

4: Bell Springs & HWY 290 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	0.2	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	134.5	118.7	125.7	32.6	20.7	14.8	39.4	42.5	40.3	108.9	101.9	96.7

4: Bell Springs & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	77.6

5: Meadow Oaks Dr & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	7.4	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	48.3	55.3	16.8	46.6	28.0	40.1	37.5	38.4	28.2	37.5	22.0	26.9

5: Meadow Oaks Dr & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	3.4
Total Del/Veh (s)	41.0

6: HWY 290 & Mighty Tiger Trail Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Del/Veh (s)	210.9	234.7	36.3	35.8	38.2	26.5	120.8

7: Sportsplex Dr & HWY 290 Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	347.4	103.4	0.0	0.0	0.0	0.1	0.1	0.1	4.1	0.1	6.0	46.6
Total Del/Veh (s)	285.1	310.6	5.6	12.4	11.9	56.9	9.4	39.8	91.2	38.1	82.0	146.5

8: Rob Shelton Blvd & HWY 290 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	638.0	660.2	806.5	7.4	9.4	3.2	3.9	0.1	0.3
Total Del/Veh (s)	15.5	7.3	7.2	363.7	428.6	417.8	392.1	102.7	288.3	50.8	81.0	46.4

8: Rob Shelton Blvd & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	328.9
Total Del/Veh (s)	212.6

9: RM 12 & Springlake Drive/Goodnight Trail Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1022.7	850.4	1099.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1589.3	1839.2	1521.0	1222.3	1587.3	1129.6	2.3	2.6	0.4	69.2	81.2	67.8

9: RM 12 & Springlake Drive/Goodnight Trail Performance by movement

Movement	All
Denied Del/Veh (s)	82.7
Total Del/Veh (s)	125.7

10: Timberline & RM 12 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	1164.4	1278.2	1116.6	0.9	0.8	0.7	1683.8	752.3	880.1
Total Del/Veh (s)	303.3	400.5	256.7	1088.6	1100.1	913.0	2.5	6.1	4.3	81.3	261.1	264.0

10: Timberline & RM 12 Performance by movement

Movement	All
Denied Del/Veh (s)	345.6
Total Del/Veh (s)	117.8

11: RM 12 & Founders Park Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1155.3	1048.5	611.4
Total Del/Veh (s)	355.9	316.1	5.7	5.9	299.5	328.4	157.6

12: RM 12 & FM 150 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	1147.0	1296.8	0.0	0.0	0.0	0.0	520.1
Total Del/Veh (s)	294.5	357.3	17.1	13.8	27.7	2.4	81.2

13: Tiger Lane (W) & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.3	205.3	199.2	0.6	0.0	0.0	37.4	73.6	0.1	0.1	0.1	0.1
Total Del/Veh (s)	13.2	68.8	75.7	89.1	4.7	10.3	434.9	803.2	1402.9	862.2	461.6	433.1

13: Tiger Lane (W) & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	121.4
Total Del/Veh (s)	48.4

14: Tiger Lane (E) & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	2224.7	1570.5	0.1	0.1	0.1	334.0
Total Del/Veh (s)	248.1	156.7	183.5	66.6	2.7	0.3		737.5	317.8	479.3	179.3	129.9

15: Peabody Pl & HWY 290 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	61.9	70.2	0.0	0.1	1217.7	770.7	74.1
Total Del/Veh (s)	56.8	67.7	41.8	9.5	956.7	1448.4	89.4

16: Roger Hanks Pkwy & HWY 290 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	177.0	161.3	15.7	5.2	0.0	0.0	97.2
Total Del/Veh (s)	336.0	381.6	112.8	44.1	599.8	561.9	207.9

17: HWY 290 & Mercer St Performance by movement

Movement	EBL	EBT	WBT	WBR	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.8	0.0	0.0	0.1	3.9	0.6
Total Del/Veh (s)	45.1	146.7	5.8	5.0	57.4	21.6	77.5

18: Hays Country Acres Rd & HWY 290 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	274.8	287.6	142.8	2057.9	812.9	1990.4
Total Del/Veh (s)	62.2	6.0	2.2	13.1	1.4	0.6	1759.7	644.6	145.3	920.1		56.4

18: Hays Country Acres Rd & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	345.9
Total Del/Veh (s)	37.4

Total Network Performance

Denied Del/Veh (s)	853.8
Total Del/Veh (s)	747.2

Summary of All Intervals

Run Number	1	2	3	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	9492	9322	9786	9538
Vehs Exited	7639	7597	7921	7722
Starting Vehs	1968	2027	2133	2033
Ending Vehs	3821	3752	3998	3850
Travel Distance (mi)	19487	19395	20119	19667
Travel Time (hr)	7979.4	7798.1	7994.4	7924.0
Total Delay (hr)	7516.9	7336.2	7516.0	7456.3
Total Stops	41127	37680	45080	41297
Fuel Used (gal)	2258.8	2221.6	2278.3	2252.9

Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60

Volumes adjusted by PHF, Growth Factors, Anti PHF.

Run Number	1	2	3	Avg
Vehs Entered	9492	9322	9786	9538
Vehs Exited	7639	7597	7921	7722
Starting Vehs	1968	2027	2133	2033
Ending Vehs	3821	3752	3998	3850
Travel Distance (mi)	19487	19395	20119	19667
Travel Time (hr)	7979.4	7798.1	7994.4	7924.0
Total Delay (hr)	7516.9	7336.2	7516.0	7456.3
Total Stops	41127	37680	45080	41297
Fuel Used (gal)	2258.8	2221.6	2278.3	2252.9

1: RM 12 & Mercer St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	120.6	107.3	139.6	217.4	288.2	305.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	298.1	176.2	339.0	312.0	237.7	187.0	22.6	19.6	16.4	325.9	316.3	326.3

1: RM 12 & Mercer St Performance by movement

Movement	All
Denied Del/Veh (s)	75.2
Total Del/Veh (s)	174.5

2: HWY 290 & RM 12 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	225.6	205.4	234.4	778.0	763.7	773.5	415.4	445.6	445.6
Total Del/Veh (s)	539.6	140.5	158.3	316.9	273.2	294.3	172.8	254.2	101.2	122.3	78.9	23.2

2: HWY 290 & RM 12 Performance by movement

Movement	All
Denied Del/Veh (s)	272.5
Total Del/Veh (s)	211.5

3: Driveway & RM 12 & Needham Rd/Sports Park Rd Performance by movement

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0		0.0	644.0	441.2
Total Del/Veh (s)	35.5	48.8	46.6	3.4	50.5	61.2	38.9	59.4		75.0	85.6	72.9

3: Driveway & RM 12 & Needham Rd/Sports Park Rd Performance by movement

Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2	All
Denied Del/Veh (s)	0.0	0.0	0.0		0.1	0.1	0.1	0.1	259.2
Total Del/Veh (s)	19.9	14.1	16.4		49.9	63.0	44.8	20.9	43.1

4: Bell Springs & HWY 290 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	2.8	3.7	3.7	0.0	0.0	0.0
Total Del/Veh (s)	116.2	115.4	71.5	34.3	30.1	28.1	49.6	47.1	40.1	84.7	79.5	76.5

4: Bell Springs & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	75.1

5: Meadow Oaks Dr & HWY 290 Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	62.5	5.8	0.2	0.0	0.0	0.5	0.2	2.8	0.0	0.0	0.0	3.4
Total Del/Veh (s)	40.5	55.8	22.5	22.3	14.4	34.8	37.9	24.5	32.1	28.4	14.4	39.6

6: HWY 290 & Mighty Tiger Trail Performance by movement

Movement	EBL	EBT	WBT	WBR	SWL	SWR	All
Denied Del/Veh (s)	92.4	101.9	53.2	43.5	30.3	33.5	69.8
Total Del/Veh (s)	206.2	211.8	211.6	211.4	221.1	110.7	205.3

7: Sportsplex Dr & HWY 290 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	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	218.6	212.9	250.2	40.4	45.7	44.9	30.0	33.5	23.3	181.2	212.4	184.4

7: Sportsplex Dr & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	150.9

8: Rob Shelton Blvd & HWY 290 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	1009.3	679.1	979.6	4.0	0.3	0.3
Total Del/Veh (s)	18.2	15.0	15.1	402.2	471.0	517.7	705.4	605.1	646.6	40.4	58.5	38.1

8: Rob Shelton Blvd & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	135.1
Total Del/Veh (s)	251.9

9: RM 12 & Springlake Drive/Goodnight Trail Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	271.7	465.7	263.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1892.9	2416.1	1627.2	1961.0	1327.4	2396.7	3.1	2.0	0.4	26.3	85.5	79.0

9: RM 12 & Springlake Drive/Goodnight Trail Performance by movement

Movement	All
Denied Del/Veh (s)	10.3
Total Del/Veh (s)	112.6

10: Timberline & RM 12 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0		0.0	648.3	843.1	545.0	0.0	0.0	0.0	506.9	379.3	230.5
Total Del/Veh (s)	900.9		849.0	2828.3	4052.6	2708.3	83.6	2.1	0.0	82.0	54.0	40.5

10: Timberline & RM 12 Performance by movement

Movement	All
Denied Del/Veh (s)	122.5
Total Del/Veh (s)	48.6

11: RM 12 & Founders Park Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	786.9	961.4	6.4	7.8	448.2	390.0	154.6
Total Del/Veh (s)	2725.9	2936.3	17.1	15.5	128.4	62.4	67.7

12: RM 12 & FM 150 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	1716.4	1532.8	0.0	0.0	0.0	0.0	642.5
Total Del/Veh (s)	565.6	623.3	51.2	33.3	23.4	3.1	105.2

13: Tiger Lane (W) & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	247.4	184.1	179.7	0.0	0.0	0.0	340.6	348.4	275.3	409.7	717.1	415.2
Total Del/Veh (s)	94.1	77.8	79.1	29.0	4.0	5.1	295.1	117.9	439.7	569.2	193.5	363.4

13: Tiger Lane (W) & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	123.9
Total Del/Veh (s)	53.5

14: Tiger Lane (E) & HWY 290 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	701.2	462.8	985.4	0.0	0.0	0.0	1360.0	1629.7	123.5	169.2	154.9	461.3
Total Del/Veh (s)	207.3	203.5	242.9	28.0	1.4	0.5		2339.5	938.0	28.9	545.0	166.3

15: Peabody Pl & HWY 290 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	144.6	132.4	0.0	0.0	1154.0	1188.1	180.8
Total Del/Veh (s)	70.8	64.1	20.3	3.8	2244.1	2278.1	115.8

16: Roger Hanks Pkwy & HWY 290 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	61.8	82.6	0.0	0.0	0.0	0.0	34.5
Total Del/Veh (s)	254.9	244.4	385.9	104.9	3374.5	1060.7	226.8

17: HWY 290 & Mercer St Performance by movement

Movement	EBL	EBT	WBT	WBR	SWL	SWR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	38.9	52.3	3.7
Total Del/Veh (s)	36.0	80.5	9.4	13.8	1426.1	134.8	63.8

18: Hays Country Acres Rd & HWY 290 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	24.9	16.2	18.6	2050.0	1597.2	1983.1
Total Del/Veh (s)	590.8	285.6	302.6	76.7	61.8	64.5	1984.9	2459.4	477.7	1283.6		362.6

18: Hays Country Acres Rd & HWY 290 Performance by movement

Movement	All
Denied Del/Veh (s)	218.0
Total Del/Veh (s)	190.8

Total Network Performance

Denied Del/Veh (s)	798.0
Total Del/Veh (s)	1029.1

Preliminary Planning Level Opinion of Probable Construction Costs

Cost Estimates

Location		Short-term Recommendations	Approximate Short-term Improvement Cost		Mid-term Recommendations	Approximate Mid-term Improvement Cost	Approximate Total Improvement Cost
US 290	A	Coordinate traffic signals and optimize timings	$31,500	1	Widen to 6 lanes with a median within City limits (US 290 between Mercer Street and RM 12, limited median width due to existing bridge structure)	$21,000,000	$21,031,500
US 290 and Tiger Lane (W)		No short-term improvements	--		No mid-term improvements	--	--
US 290 and Bell Springs Road	B	Widen NB/SB approaches to provide left-turn lanes	$570,000		No mid-term improvements	--	$570,000
US 290 and Tiger Lane (E)		No short-term improvements	--	2	Reconfigure intersection to right-in/right-out only	$50,000	$50,000
US 290 and Peabody Place		No short-term improvements	--	3	Reconfigure intersection to right-in/right-out only	$50,000	$50,000
US 290 and Meadow Oak Drive		No short-term improvements	--	4	• Realign Meadow Oaks Drive across US 290 with new roadway on south side to provide connection to middle school • Provide two lanes on NB and SB approaches	$1,710,000	$1,710,000
US 290 and Roger Hanks Parkway	C	Signalize when warrants are met	$250,000	5	• Construct an EB right-turn lane • Construct an additional left-turn lane to provide dual WB left-turn lanes	$400,000	$650,000
US 290 and Mighty Tiger Trail	D	Construct an additional left-turn lane to provide dual SB left-turn lanes for 300'	$441,000	6	Construct a WB right-turn lane	$291,000	$732,000
US 290 and Sportsplex Drive	E	• Restripe for an additional left-turn lane to provide dual SB left-turn lanes for 300' and a shared through/right lane • Construct an additional SB through/right-turn lane	$50,000 $545,000	7	Construct a WB right-turn lane	$200,000	$795,000
US 290 and Mercer Street		No short-term improvements	--	8	Signalize when warrants are met	$250,000	$250,000
US 290 and RM 12	F	Construct additional left-turn lanes to provide dual NB and SB left-turn lanes	$750,000	9	Construct additional left-turn lanes to provide dual EB and WB left-turn lanes	$750,000	$1,500,000
US 290 and Rob Shelton Boulevard	G	• Close median opening at northernmost HEB driveway and extend NB left-turn lane • Widen NB approach to provide dual left-turn lanes, one through lane, and one right-turn lane	$100,000 $350,000	10	Widen NB/SB Rob Shelton to 4 lanes with a median	$430,000	$880,000
US 290 and Hays Country Acres Road		No short-term improvements	--	11	• Signalize when warrants are met • Widen NB/SB approaches to provide two lanes	$250,000 $300,000	$550,000
RM 12	H	Coordinate traffic signals and optimize timings	$9,000	12	• Widen to 4 lanes with a median within the City limits • Coordinate traffic signals and optimize timings	$14,400,000 $4,500	$14,413,500
RM 12 and Springlake Drive/Goodnight Trail		No short-term improvements	--	13	Signalize when warrants are met	$250,000	$250,000
RM 12 and Old Fitzhugh Road/Timberline Road	I	• Widen EB/WB approaches to provide two lanes • Realign Old Fitzhugh Road for sight distance	$250,000 $335,000	14	Signalize when warrants are met	$250,000	$835,000
RM 12 and Founders Park Road		No short-term improvements	--	15	Signalize when warrants are met	$250,000	$250,000
RM 12 and Mercer Street	J	• Remove existing traffic signal • Modify intersection to right-in/right-out only on Mercer Street • Provide a channelized, free WB right-turn lane	$50,000 $30,000 $30,000		No mid-term improvements	--	$110,000
RM 12 and Wallace Street	K	Restrict access from Wallace Street to RM 12	$50,000		No mid-term improvements	--	$50,000
RM 12 and Sports Park Road		No short-term improvements	--	16	Widen WB approach to provide a left-turn lane	$250,000	$250,000
RM 12 and FM 150		No short-term improvements	--	17	• Signalize when warrants are met • Construct dual WB right-turn lanes	$250,000 $220,000	$470,000
Citywide	L	• Install emergency vehicle preemption • Stagger start and end times for middle school and high school	TBD --		No mid-term improvements	--	TBD

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