SOUTH SALT LAKE COMMUNITY & ECONOMIC DEVELOPMENT

JONATHAN WEIDENHAMER

COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR

AGENDA
PLANNING COMMISSION MEETING
Thursday, June 4, 2026
South Salt Lake Council Chambers
220 East Morris Avenue

PLANNING COMMISSION REGULAR MEETING AT 7:00 P.M.
Pledge of Allegiance: George Pechman
Approve Agenda: Mary Anna Southey

STAFF BUSINESS – INFORMATION ITEMS
1. Online Training
2. Planning Commission Applications

PLANNING COMMISSION BUSINESS
1. Approval of the May 7, 2026, Planning Commission Work Meeting Minutes
   ACTION ITEM

2. Approval of the May 7, 2026, Planning Commission Regular Meeting Minutes
   ACTION ITEM

CONTINUING BUSINESS
None at this time

NEW BUSINESS
1. PUBLIC HEARING

An application for Preliminary Subdivision Plat for a one-lot plat, located at 3432 S State St.

ACTION ITEM
Applicant: Fred Cox
Address: 3432 South State Street

2. PUBLIC HEARING

An application for preliminary subdivision plat approval consolidating seven parcels into a one-lot subdivision, and vacating lots 11-23 of the Longview Park Subdivision.

ACTION ITEM
Applicant: SLC OPC Land, LLC
Address: 3711 South State Street

Join Zoom Webinar
https://zoom.us/j/96565559652
Webinar ID: 965 6555 9652

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, INDIVIDUALS NEEDING AUXILIARY COMMUNICATIVE AIDS OR OTHER SERVICES FOR THIS MEETING SHOULD CONTACT ELIZA UNGRICHT, (801) 483-6013, GIVING AT LEAST 24 HOURS NOTICE.

CHERIE WOOD
MAYOR

220 E MORRIS AVE
SUITE 200
SOUTH SALT LAKE
UTAH
84115
O 801.483.6000
SSLC.GOV
MAYOR@SSLC.GOV

Planning Commission Meeting Regular Minutes
Thursday, June 4, 2026
South Salt Lake Council Chambers
220 East Morris Avenue
Time: 7:00 PM

Commission Members Present:	Jeremy Carter, Chair Kathy Self Suzanne Slifka Mary Anna Southey Olivia Spencer
Staff Members Present:	Jonathan Weidenhamer, Community Development Director Brieanne Brass, Deputy City Attorney Eliza Ungricht, Deputy Director Spencer Cawley, Senior City Planner Jed Shum, City Planner
Other Attendees:	Fred Cox Patrick Wong Jason Terry Sara Jenson Gary Ballentine Eileen Rojas Kendra Babitz Blake Wellard Victoria _____ Michael Stevenson (via Zoom) Bruce Moore (via Zoom) Matt Connolly (via Zoom) Patrick Yu (via Zoom) Ryan Graycheck (via Zoom) Ben Langston (via Zoom) Mike Doran (via Zoom)

Chair Jeremy Carter called the Planning Commission Meeting to order at 7:00 PM.

PLANNING COMMISSION MEETING

Pledge of Allegiance:	**Commissioner Spencer**
Motion to Approve Agenda:	
Motion:	**Commissioner Southey**
Second:	**Commissioner Self**

Vote: **Commissioner Self – Yes;**
Commissioner Southey – Yes;
Commissioner Slifka– Yes;
Commissioner Spencer– Yes;
Chair Carter – Yes.

The vote was unanimous.

STAFF BUSINESS – INFORMATION ITEMS

1. Online Training.

Deputy Community Development Director, Eliza Ungricht, reported that she emailed information on online training to each Commissioner, including training on the mandatory Open and Public Meetings Act and other topics. She asked that they inform her when each training was completed so she could accurately track their hours.

2. Planning Commission Applications.

Ms. Ungricht reported that there were two open Planning Commission seats. They were specifically looking for representation from Districts 2, 4, and 5, but anyone interested in joining could apply on the City website. She would forward a link to the application to the Commission.

PLANNING COMMISSION BUSINESS

1. Approval of the May 7, 2026, Planning Commission Work Meeting Minutes. ACTION ITEM

Motion to APPROVE the May 7, 2026, Planning Commission Work Meeting Minutes:

Motion: **Commissioner Self**

Second: **Commissioner Spencer**

Vote: **Commissioner Self – Yes;**
Commissioner Southey – Yes;
Commissioner Slifka– Yes;
Commissioner Spencer– Yes;
Chair Carter – Yes.

The vote was unanimous.

2. Approval of the May 7, 2026, Planning Commission Minutes.
ACTION ITEM

Motion to APPROVE the May 7, 2026, Planning Commission Minutes:

Motion:	**Commissioner Southey**
Second:	**Commissioner Self**
Vote:	**Commissioner Self – Yes;** **Commissioner Southey – Yes;** **Commissioner Slifka– Yes;** **Commissioner Spencer– Yes;** **Chair Carter – Yes.** **The vote was unanimous.**

CONTINUING BUSINESS

1. None.

NEW BUSINESS

1. PUBLIC HEARING
An application for Preliminary Subdivision Plat for a one-lot plat, located at 3432 S State Street.
ACTION ITEM
Applicant: Fred Cox
Address: 3432 South State Street

City Planner, Jed Shum, presented the Staff Report and indicated that the application was for preliminary plat approval to plat three parcels into one at 3432 South State Street in the Commercial Corridor ("CC") Zone. A satellite image was reviewed, and Mr. Shum reported that Ichiban Sushi and Grill and Chicken Express were currently operating on two of the parcels. The purpose of the Subdivision Plat was to build a new structure at the location.

The proposed Preliminary Subdivision Plat, Site Plan, and elevations were reviewed. The Alta Survey submitted by the applicant verified that there were no outstanding easements or issues with the property. The new structure will be 2,800 total square feet, with 1,400 square feet per floor. Twelve additional parking stalls will be added for a total of 100 stalls to meet parking requirements. The building will maintain the design style of the existing Ichiban Sushi and Grill restaurant. All site landscaping will be brought up to current landscaping standards.

Staff determined that the amendment met the Following General Plan considerations:

- Economic Development Goal 3: Continue to support existing and future businesses through the City's partnership with the South Salt Lake Chamber of commerce and comprehensive business retention and recruitment program.
    - The plat application allows the landowner of 3432 South State Street to build a new commercial structure, to increase local opportunities, development density, and local destinations.

Based upon the information submitted in the application, supporting documentation, and analysis of the relevant code sections and general plan goals, Staff recommends the Planning Commission move to approve the preliminary subdivision plat amendment to plat three parcels into one lot located at 3432 South State Street, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval for the subdivision in the Staff Report. The Planning Commission had the option to approve, deny, or continue the item.

In response to a question from Chair Carter, Mr. Shum confirmed that the lots in question were 101005, 101006, and 101023.

The applicant, Fred Cox was present behalf of the property owner. Ichiban Sushi and Grill and Chicken Express will continue operating at the location. The landscape areas around the buildings will be increased slightly and the driveways combined, which will add more parking in front of Chicken Express. Additional landscaping will also be installed along State Street. The potential tenant for the main floor of the proposed new building was a barber shop.

Chair Carter opened the public hearing. There were no comments. The public hearing was closed.

Motion to APPROVE the application by Fred Cox, for a Preliminary Subdivision Plat to create one lot located at 3432 South State Street, based on the following:

Findings of Fact:

1. **On July 29, 2025, Fred Cox submitted a Plat Application to plat parcels 16-31-101-005-0000, 16-31-101-023-0000, and 16-31-101-006-0000.**

2. **The purpose of the proposed subdivision plat amendment is to plat the parcel for a new commercial building.**

3. **The subject location 3432 S State St is in the Commercial Corridor (CC) and Commercial General (CG) land use district.**

4. **The total development area of the three (3) lots is 1.38 acres.**

5. **The minimum acreage requirement in the CC land use district is 1 acre.**

6. **Section 17.07.010 of the South Salt Lake Municipal Code states that new buildings are required to comply with all IBC, IFC, development, and design standards.**

7. **No impact is expected as part of the business on environmentally sensitive lands. There is no environmentally sensitive land on site.**

8. **No specific hazards or adverse impacts are expected due to the proposed use.**

9. **Commercial uses such as "Office", "Restaurant", "Retail" land uses are permitted in the CC land use district.**

10. **Staff have reviewed this subdivision application for compliance with South Salt Lake Municipal Code Sections 17.10.120, 17.10.130, 17.10.140, 17.10.150, 17.10.160, 17.10.170, 17.10.180, 17.10.190 and 17.10.200, and found that this subdivision application is compliant with this section, as o**utlined above.

Conclusions of Law:

1. **The plat and proposed use, as specifically conditioned below, is consistent with the South Salt Lake City General Plan.**

2. **The plat and proposed use, as specifically conditioned below, is compatible in use, scale, and design with allowed uses in the CC district.**

3. **The plat and proposed use, as specifically conditioned below, does not compromise the health, safety, or welfare of: Persons employed within or using the proposed development; Those residing or working in the vicinity of the proposed use or development; or Property or improvements in the vicinity of the proposed use or development.**

4. **The plat and proposed use, as specifically conditioned below, does not impose disproportionate burdens on the citizens of the city.**

Conditions of Approval:

1. **The applicant will continue to work with City staff to make all technical corrections necessary prior to recording;**

2. **Prior to plat recordation and any additional development of the subsequent lot, the applicant must provide city staff the final plat mylar to include notarized signatures of owners' consent to dedication; obtain signatures of all entities indicated on the subdivision plat attached hereto;**

3. **The applicant shall complete (or post an adequate improvement completion assurance), warrant and post required warranty assurance for all required landscaping and public infrastructure improvements including street lights;**

4. **The curb cuts along State Street shall be consolidated per the approved Site Plan;**

5. **The applicant shall ensure that all site improvements are installed consistent with the requirements of the South Salt Lake City Municipal Code;**

6. **The applicant shall dedicate a 10' foot public utility easement to the City of South Salt Lake for purposes of storm water management practices and ensure the plat includes language of the dedication of such easement, in a form as approved by the City Attorney's Office;**

7. **The proposed development shall meet all requirements of the South Salt Lake Community Development Department, South Salt Lake Fire Marshal, the South Salt Lake Building Official, and the South Salt Lake Engineering Department;**

8. **The applicant shall comply with all applicable International Building Codes and International Fire Codes and must obtain and complete a South Salt Lake building permit;**

9. **The applicant shall record the plat with the Salt Lake County Recorder's Office within two years of receiving final plat approval or the applicant elects to install Infrastructure Improvements prior to Plat recordation, the applicant shall have applied for the proper permits, deposited a 10% Warranty Assurance and be actively working on the issued permit;**

10. **All utilities shall be undergrounded.**

11. **All items of the Staff Report.**

Motion: **Commissioner Southey_**

Second: **Commissioner Self**

Vote: **Commissioner Self – Yes;**
Commissioner Southey – Yes;
Commissioner Slifka– Yes;
Commissioner Spencer– Yes;
Chair Carter – Yes.

The vote was unanimous.

2. PUBLIC HEARING

An application for preliminary subdivision plat approval consolidating seven parcels into a one-lot subdivision, and vacating lots 11-23 of the Longview Park Subdivision.

ACTION ITEM

Applicant: SLC OPC Land, LLC
Address: 3711 South State Street

Senior City Planner, Spencer Cawley, presented the Staff Report and indicated that the subject property is located at 3711 South State Street in the CC Zone. The site had primarily been utilized for automotive uses since the late 1970s. A recreational vehicle dealership closed in 2024, and a car rental business was currently operating on the northern portion of the property. The proposed lot would have four points of access on State Street, Helm Avenue, 200 East, and Secord Street.

The proposal would combine seven existing parcels into one 8.144-acre lot. In order to do so, lots from the 1910 Longview Park Addition must be vacated. The plat would also correct a Salt Lake County recording discrepancy on the 200 East right-of-way. The applicant intended to construct a 113,000-square-foot United States Department of Veterans Affairs ("VA") outpatient clinic.

Mr. Cawley reported that, as conditioned, the one-lot subdivision would comply with CC Zoning District requirements outlined in § 17.03.050 of the Land Use and Development Ordinance. An outpatient clinic or medical office is a permitted use in the CC Zone, and the proposal complied with lot size and large-format commercial building form requirements. The proposed height was 34 feet with a parapet to screen rooftop mechanical equipment. Setbacks would comply as conditioned.

The proposal complied with parking ratio requirements specified in § 17.06.160. A total of 451 off-street parking spaces was required, and 600 were proposed with 362 garage and 238 surface spaces. Parking for 24 bicycles was required, and 26 were proposed.

The proposed Subdivision Plat, as conditioned, complied with the following requirements of § 17.10, Subdivision and Platting:

1. § 17.10.120 – Requirements for Improvements & Design.
   - The petition complies.

2. § 17.10.140 – Subdivision Development Lot Standards.
   - The Applicant shall ensure that driveways are designed and arranged to avoid vehicles backing onto surrounding Streets.

3. § 17.10.160 – Drainage, Storm Sewers, and Stormwater Facilities.
   - Approval of the Subdivision is contingent upon Compliance with the City Engineer's review for this standard.

4. § 17.10.170 – Water Facilities.
   - The final civil plans for the project shall show the location of all fire hydrants and all water and storage supply improvements.

5. § 17.10.180 – Sewer Facilities.
    - The Applicant shall install sanitary sewer facilities as required by Mt. Olympus Improvement District.
    - The Applicant shall ensure sanitary sewer facilities connect with the public sanitary sewer at sizes required by Mt. Olympus Improvement District.

6. § 17.10.190 – Utilities.
    - All utilities shall be located underground.

7. § 17.10.200 – Sidewalks, Trails, and Bike Paths
    - The proposed Subdivision complies with the Standard Road Profiles for State Street, Helm Avenue, 200 East, and Secord Street. A discrepancy with the 200 East ROW and the Salt Lake County Assessor's Map will be resolved when the Subdivision Plat is recorded. The Applicant has dedicated 4,535 square feet of 200 East to South Salt Lake.

The proposed Subdivision Plat was reviewed. An existing public utility easement near Secord Street will remain, and a proposed new public utility easement would run along the south, west, and north sides of the property.

Due to the subject property's proximity to a residential district, the applicant was required to provide a traffic study. Traffic was expected to increase by approximately 47% during peak morning and evening hours. The study determined that several access improvements should be made, and it was Staff's recommendation that they be included as Conditions of Approval.

1. Construct right-in/right-out driveways and install appropriate stop signs along State Street.

2. Construct a full-access driveway with appropriate signage along Secord Street, to the satisfaction of the Fire Marshal.

3. Construct a full-access driveway with appropriate signage along 200 East.

As conditioned, the proposal complied with landscape standards outlined in § 17.06.300. A number of trees will be removed from the site, and City Code requires that each non-invasive/non-noxious tree be replaced with at least four other trees with a minimum caliper of four inches. The applicant's arborist inventoried 428 trees, of which 401 were invasive or noxious. Based on City requirements, a total of 108 trees would need to be installed to replace the 27 non-invasive trees being removed. The applicant proposed installation of 118 trees.

State Code requires good cause to vacate lots, and Staff determined that there was good cause to vacate Lots 11 through 23 of the Longview Park Addition Subdivision due to the following:

- No public street or municipal utility or easement has been vacated or amended.

- There is good cause for the vacation or amendment because doing so would allow development of the site to support the health and wellbeing of a vulnerable population in and around South Salt Lake City. The proposed subdivision aligns with the goals of the General Plan, utilizes best planning practices, and protects the health, safety, and welfare of the community. Furthermore, the vacation does not vacate or amend any public street, municipal utility, or easement.

Public notice was published on the City website and Utah Public Notice website and posted at the site. Courtesy notices were mailed to property owners within 600 feet of the subject property on May 22, 2026. Public comments were received prior to the meeting and provided to the Planning Commission as part of the official record.

Matt Connolly of Molasky Development spoke on behalf of the applicant, SSLC OPC Venture LLC, which was selected in 2025 to build a clinic and lease it back to the VA. The Salt Lake City clinic will be part of the Sergeant First Class Heath Robinson Honoring our Promise to Address Comprehensive Toxics ("PACT") Act of 2022, which approved 30 clinics throughout the country to bring community care to veterans.

Lead architect, Bruce Moore of Perkins Eastman reviewed the Site Plan. The VA South Salt Lake Outpatient Clinic will have the following features:

- Two-stories and 109,795 gross square feet
- Approximately 90 total exam and consultation rooms
- Services will include:
    - Primary care
    - Dedicated women's clinic
    - Residency clinic
    - Dedicated tele-health
    - Outpatient laboratory, pharmacy, and prosthetics services
    - Shared medical group and conference spaces to group therapy and classes

Mr. Moore reviewed a circulation plan. The main entrances will be on State Street and Helm Avenue, with secondary access from 200 East and Secord Street. Most visitors will access the clinic from State Street. A dedicated ambulance pickup is located on the 200 East side of the building, and a loading dock will be accessed from Secord Street. Staff parking will be in the rear lot and parking structure.

Concept renderings were reviewed. The façade will consist of masonry and metal panel construction with large expanses of curtain wall that are reflective of the region. The main entrance will include a drop-off area near the women's clinic.

Lead designer, Michael Stevenson reported that the design placed a high priority on intuit movement and safe, convenient drop-offs. The parking structure was needed to meet parking count requirements, and it was important that the structure be visible from the main entrances. There will be a clear line-of-sight and movement from the entry to the drop-off and parking areas. The building's architectural emphasis is on State Street, with a large graphic that clearly identifies the

building. The entrance will have a two-story glass feature and canopy. Mr. Moore noted that the east elevation includes a staff entrance and ambulance pick-up area. The parking structure will be perforated metal in colors that complement the region.

Chair Carter asked if the property would be tax exempt. Mr. Conolly reported that the privately developed and owned facility will be leased to the VA, and to his knowledge it was not tax exempt.

Commissioner Slifka asked if 600 parking spaces will be adequate for both patients and visitors. Mr. Cawley reported that the applicant was providing more parking than required. Based on the building's square footage, only 451 spaces were required. Mr. Connolly stated that the facility would be the 12th VA clinic they had developed across the country, and parking of six spaces per 1,000 square feet was a proven ratio. Recent procurements had reduced the count to five per 1,000, so 600 spaces will be more than sufficient. In response to a follow-up question, he indicated that there was little risk of needing overflowing parking, but if so they would need to utilize public parking or public transportation.

Commissioner Slifka asked for more information on the projected 47% increase in traffic and how it would impact residents on 200 East. Mr. Moore stated that the majority of traffic should use the primary entrances on State Street and Helm Avenue. The clinic's hours of operation will be 7:30 a.m. to 5:30 p.m. Monday through Saturday, so it will be closed on evenings and Sundays and should not have significant negative impacts on the neighborhood on 200 East. Dedicated staff parking will be in the Secord Street parking lot south of the loading dock.

In response to a follow-up question from Commissioner Slifka, Mr. Moore confirmed that the rear of the parking garage will face 200 East. He displayed the east elevation of the structure and indicated that it was intended to have a low scale with landscaping extending across the façade to provide a buffer between the facility and street. Civil engineer, Michael Stevenson added that the structure is one story with an elevated second parking deck.

Commissioner Slifka asked if the sidewalk and landscaping would be up to current code. Mr. Cawley confirmed that Conditions of Approval will require that sidewalks be installed in accordance with the City's engineering standards. Existing right-of-way widths were in compliance.

Commissioner Slifka asked for information on the current population of veterans who will benefit from the facility and if there were existing facilities in the area. Mr. Connolly stated that he did not have population information but could obtain it from the VA. The VA hospital near the University of Utah provides similar services. There is also a smaller facility in West Jordan. The new facility will primarily serve the primary care and outpatient needs of veterans who previously went to the hospital for that care.

Mr. Cawley reported that the Utah Department of Transportation ("UDOT") has authority over State Street and would dictate any crosswalk or other safety improvements. There is a median in the area, so people crossing the road must use the crosswalk. Other improvements may be required by the City Engineer. Commissioner Slifka remarked that the Planning Commission had discussed how difficult it can be to cross, and people in need of care may have additional difficulty. Mr.

Cawley indicated that the applicant must obtain UDOT approval prior to moving forward, so those concerns should be addressed by UDOT.

In response to a question raised by Chair Carter, Mr. Connolly reported that demolition of the existing buildings on the site would begin within the next month, and the project was expected to be completed by mid-2028. The site would then be turned over to the VA for activation, and the first patients would likely be seen in late 2028 or early 2029.

Commissioner Spencer asked if it was a VA requirement to have so many entrances and exits. She was concerned about traffic on Helm Avenue and 200 East as they are residential streets and there are homes directly across the street from the subject property. The property was currently fenced off and could not be accessed from 200 East. Mr. Cawley reported that code only requires an entrance on the frontage road, but the City could not limit the number of entrances.

Chair Carter remarked that there is a traffic island on Helm Avenue, so vehicles exiting there would have to turn onto Helm Avenue and disburse throughout the neighborhood. He agreed with Commissioner Spencer that it may not be a good practice for this type of use. Part of the Planning Commission's role is to mitigate impacts. If there was a way to remove the Helm Avenue entrance, that would help alleviate traffic concerns, although he understood that the most traffic would occur when the neighborhood is mostly empty. His primary concerns about the application were impacts on the neighborhood and the grove of trees. Most of the trees were undesirable, so removing them could be beneficial to the long-term health of the area. The impact of removing desirable trees would be mitigated by requiring four trees to be planted for every desirable tree that is removed.

Commissioner Spencer commented that there is a school nearby, as well as a daycare on 200 East. They have similar hours of operation, and peak times for the facility would coincide with drop-offs and pick-ups at the daycare. Because of the barrier on Helm Avenue, traffic will flow down 200 East to 3900 South.

The site circulation map was reviewed. Commissioner Slifka asked if the 200 East entrance could be restricted to ambulances only. Chair Carter remarked that entrances are sometimes for fire access only and agreed that the option would mitigate public traffic through that entrance. Deputy City Attorney, Brieanne Brass reminded the Planning Commission that they often discuss mitigating impacts of conditional uses, but the application was for a permitted use. If a petition complies with City Code, any Conditions of Approval must be tied to specific ordinances. Any conditions to mitigate traffic concerns must be tied to City Code.

Chair Carter asked if the item could be tabled to provide Staff time to review City Code for ways to mitigate impacts through traffic calming, private entrances, or other measures. Community Development Director, Jonathan Weidenhamer reported that there were no applicable ordinances. Staff worked at length with the application to determine if they would take additional measures, but they had met the intent and recommendations of the traffic study. The application met code requirements as presented. However, Staff would be pursuing additional changes to City Code to ensure that those tools are available moving forward.

Mr. Weidenhamer reported that the traffic study forecasted an existing level of service from State Street, and spreading trips out across the site was the best result they could currently achieve.

Commissioner Slifka asked if it would be possible to move the Helm Avenue access or remove the median so vehicles can exit left. Mr. Weidenhamer reported that the remedy was discussed with the City Engineer, but there are existing utilities that cannot be relocated. Commissioner Slifka asked if the entrance could be moved west toward State Street so the median does not block left turns. Mr. Cawley reported that the applicant did not own the parcels to the east and west.

Commissioner Self asked if the entrances would be closed off when the clinic is not in operation or if private security would be hired to patrol the parking lot at night. Mr. Moore stated that the VA has a robust police force that patrols its outpatient clinics during hours of operation. There will also be interior and exterior cameras throughout the site that are monitored 24 hours per day.

Commissioner Slifka asked about parking lot and garage lighting. Mr. Moore reported that the photometric analysis for the site was in alignment with South Salt Lake City Code. They spent a lot of time ensuring that they could provide the minimum foot candles requested by the VA while also making sure that the light does not spill over the property line. Light poles will be placed strategically around the site, and the parking structure will be well-lit and comply with all light trespass requirements. No light will extend past the property line. Mr. Connelly added that they could explore the option of muting lighting levels after hours. Commissioner Spencer indicated that residents would appreciate that mitigation.

Commissioner Southey stated that she was relieved the property would not be tax exempt. She appreciated that four new trees would be planted for each non-invasive tree that is removed but asked if attempts had been made to save any non-invasive trees. She also asked if a circular drive could be installed at the State Street entrance to keep traffic off of Helm Avenue.

Mr. Moore reported that they looked for opportunities to maintain the non-invasive trees where possible, especially in the staff parking area, but were unable to do so. Landscape architect, Ryan Graycheck confirmed that efforts were made to preserve the trees, but the grove was located in a designated surface parking area. Out of 401 trees on the site, only 27 were identified as non-invasive, and at least four trees would be planted for each non-invasive tree that is removed.

Commissioner Spencer asked how staff will access their entrance. Mr. Moore reported that staff can enter through the loading dock or ambulance entrance. Some employees will park on the upper level of the parking garage, and others will park in the designated staff parking area. Mr. Connolly stated that staff is not limited to a single access point. If they feel it is more convenient to access the property from State Street or Helm Avenue, they can do so. Commissioner Spencer asked if they would be able to access the parking lot from Rigdon Avenue. Mr. Connolly reported that they could use the Secord Street access from Rigdon Avenue, but the majority of traffic would be from State Street. Commissioner Spencer stated that there are homes on Rigdon Avenue, and she was concerned about increased traffic. Ms. Ungricht indicated that the Secord Street entrance and associated traffic was included in the traffic study.

In response to a question raised by Commissioner Slifka, Mr. Connolly confirmed that the parking structure will have an elevator.

Chair Carter opened the public hearing.

Jason Terry stated that he has been a resident of the City for 20 years. His home is near the proposed staff parking lot. He asked how the subject property would be separated from his parcel. His and his three neighbors' garages all face the easement, and they use it to access their garages. He understood that they were replacing the trees, but the current trees were 50 years old, and 10 saplings would not replace them. He was also curious why the trees were considered invasive, as they did not require watering. They were installing 100 extra parking spaces, and he questioned why parking was being proposed in that area if there was adequate garage and surface parking without it.

Blake Wellard stated that he is a restoration ecologist who had lived in South Salt Lake for 10 years. The trees are largely Siberian Elms, which do not have legal noxious weed status in Utah. The word "invasive" was being used incorrectly as there was no legal mandate to remove them. The trees will be difficult to replace. They do not need supplemental water, which is why they are so successful in Utah's climate.

Sara Jensen stated that she lives on Helm Avenue and was concerned about the Helm Avenue entrance. The median is covered during heavy snow, and drivers who are unfamiliar with the area try to jump it and bottom out. She believes that will be a much bigger problem with people exiting the clinic. She recommended that the project be designed to eliminate that exit. If vehicles turn right onto Helm Avenue, they will travel through the residential area, past the daycare and school. If they try to jump the curb, it will stop traffic for hours.

Gary Ballentine stated that he lives on 200 East across from the proposed parking structure. He asked about the garage height. He understood that property was previously contaminated by petroleum and they planned to inject something into the ground to mitigate it, and he was concerned because he has a spring on his property and groundwater from the immediate area flows into his yard. He was also concerned about traffic. It will be tempting for people to exit onto Helm Avenue or 200 East and travel south to the light at 3900 South. It is difficult to turn onto State Street without a traffic signal, so a lot of people will take that route through the neighborhood.

Kendra Babitz stated that she is a long-time resident of the City who recently moved to 200 East. She asked if emergency care was being provided at the clinic, and if so whether that would result in increased speeds, light pollution, and noise pollution on 200 East. She lives directly across from the stand of trees, which act as both a noise buffer and wildlife habitat, and removing the trees would reduce quality of life in the area.

Victoria _____ stated that she lives on 200 East and was concerned about parking. There were already issues with resident and non-resident vehicles and high speeds. The area was very dark, and she asked if the project would add lighting to the street or only to the clinic. She also asked if patients would stay at the clinic or if it would only operate during daytime hours, as well as how the parking lot would be monitored after hours.

Eileen Rojas stated that she and her husband own 3763 Secord Street, adjacent to the grove of trees. Her biggest concern was traffic and parking Secord Street. She was also curious about any planned improvements for the area. Removal of the wildlife habitat in the grove of trees may affect nearby residences and businesses. She was concerned about safety during construction and outside of business hours.

There were no further comments. The public hearing was closed.

Chair Carter encouraged residents to contact Director of Neighborhoods, Sharen Hauri for more information on the types of trees the City requires. He asked the applicant to respond to other questions.

Mr. Moore stated that the ambulance area will be for pick-ups and staff entry only. Its primary purpose is to be able to quickly move a patient to an emergency vehicle if necessary, and it will not be used for drop-offs. Surgical or invasive procedures will not be offered at the clinic. Hours of operation are 7:30 a.m. to 5:30 p.m. Monday through Saturday with no overnight stays. Mr. Connolly added that janitorial staff may be onsite after hours, but the building will close at 5:30 p.m.

In response to a question from Chair Carter, Mr. Cawley reported that the alleyway near the stand of trees was not being vacated, so those residents will still have access to their garages. No improvements to the alleyway were required by code. In response to a follow-up question from Commissioner Slifka, he reported that commercial uses are required to buffer along property lines, and buffers touching residential properties must be 10 feet with an eight-foot-tall fence.

Mr. Graycheck reported that eight canopy trees were proposed along the east property line, and the privacy fence is along the south side of the parking structure. No fence was proposed along the alleyway. In response to a question from Commissioner Slifka, he confirmed that residents would look at the buffer and parking lot.

Commissioner Slifka referred to the public comment about vehicles jumping the curb and asked if signs or other mitigation measures could be implemented. Mr. Weidenhamer stated that the concerns were realistic, and the Traffic Calming Committee can address the issue quickly. Staff and the applicant had also discussed potential improvements in the area, and he did not believe they would be opposed to adding signs.

Commissioner Slifka asked about the height of the parking structure. Mr. Stevenson confirmed that the elevated deck is 11 feet from grade or approximately 15 feet with the railing.

Regarding the comment about fuel contamination, Mr. Connolly reported that an environmental study identified where the RV business had hydraulic lifts, and the soil in the area would need to be removed. Contamination leeched to the northwest of the building, and there were no issues on the remainder of the site. A corrective action plan was in review with the State. The spring had been mapped.

Commissioner Slifka asked if the City had any plans to increase lighting on 200 East. Mr. Weidenhamer reported that the streets budget was recently increased by $4.3 million to address street lighting, but he did not know if the area was included in those plans. Staff would follow up with resident regarding her concerns. Street lighting is subjective, as some residents want more lighting and others want less. However, the City was in the process of updating its Lighting Master Plan.

Commissioner Slifka asked about safety and access during construction and residents' wildlife concerns. Chair Carter stated that when an apartment complex was built near his home, he had a mouse problem for six to 12 months.

Commissioner Spencer asked about if the City could require that the Siberian Elms remain on the property. Mr. Graycheck indicated that the February 2012 Utah Invasive Species List stated that the Siberian Elm is considered a non-native, invasive plant. All trees would be from the South Salt Lake City recommended water-efficient plant list. Commissioner Spencer stated that Mr. Wellard is a restoration ecologist, and he indicated that Siberian Elm is not an invasive species. Chair Carter stated that he has Siberian Elms in his yard that he must cut back every year because they grow like weeds, and they are an invasive species in North America. Ms. Ungricht reported that Ms. Hauri reviewed the plan and agreed that, while it is unfortunate to remove so many mature trees, they are an invasive species and should be replaced. The proposal also met landscaping code.

Commissioner Spencer remarked that it can be difficult to turn left onto 3900 South from 200 East, and the daycare is located at that intersection.

Commissioner Slifka asked about access to existing businesses during construction. Mr. Moore stated that all construction will be contained within the property, and they anticipated limited access to the site during construction.

Motion to TABLE the application by SSLC OPC Venture, LLC for a Preliminary Subdivision Plat for a One-Lot Subdivision located at 3711 South State Street to a date certain to allow the Applicant and Staff time to respond to specific inquiries or concerns raised by the Planning Commission, or to allow the Planning Commission more time to consider the proposal.

Motion:	**Commissioner Spencer**
Second:	**Commissioner Slifka**
Vote:	**Commissioner Self – Yes;** **Commissioner Southey – Yes;** **Commissioner Slifka– Yes;** **Commissioner Spencer– Yes;** **Chair Carter – No.** **The vote was 4-to-1 in favor.**

Commissioner Spencer directed Staff to address traffic concerns expressed by residents, including entrances and exits on multiple streets and how they will impact residents. The Planning Commission had also brought up concerns about trees, although she understood that that issue could no longer be addressed. Her primary concern was safety for residents. Chair Carter asked if Ms. Hauri could attend the next meeting to discuss the tree issue. Ms. Ungricht reported that City Code calls for removal of any invasive or noxious tree.

Commissioner Slifka stated that she would like more information on what residents can expect to see in the area of the staff parking lot, including the mature tree height. She was also concerned about traffic patterns as all vehicles must exit right from three access points, and would like to see suggestions for mitigation. Commissioner Spencer requested a concept rendering of what the parking structure will look like from 200 East indicating actual materials that will be used. Mr. Graycheck stated that along the alley, there will be a mix of deciduous trees, deciduous and evergreen shrubs, and ornamental grasses. The mature trees will be between 20 and 80 feet in height.

Chair Carter stated that renderings would be very helpful for both the Planning Commission and the public. He requested that the renderings include the anticipated 10-year tree height for all buffers that face residences.

Commissioner Slifka stated that photographs of similar existing structures would be helpful.

In response to a question raised by Commissioner Spencer, Ms. Brass clarified that the City cannot impose conditions that are not tied to an ordinance. If the application complies with all ordinances, restrictions on access points cannot be imposed as a condition.

Commissioner Slifka stated that she originally thought the small plot of land between the parking lot and Helm Avenue would be a good meeting area for patients and their families, but the clinic was outpatient only so the area would likely go unused.

Chair Carter reported that, per Planning Commission vote, the item would be tabled to the June 18, 2026 Planning Commission meeting for further discussion. The public was invited to attend the hearing, but no comments would be taken.

Motion to ADJOURN the Planning Commission Meeting:

Motion:	**Commissioner Southey**
Second:	**Commissioner Spencer**
Vote:	**Commissioner Self – Yes;** **Commissioner Southey – Yes;** **Commissioner Slifka– Yes;** **Commissioner Spencer– Yes;** **Chair Carter – Yes.**

The vote was unanimous.

The Planning Commission Meeting adjourned at 8:51 PM.

For Planning Commission

Community Development

PLANNING COMMISSION MEETING SIGN-IN SHEET

Meeting Date: June 4, 2026

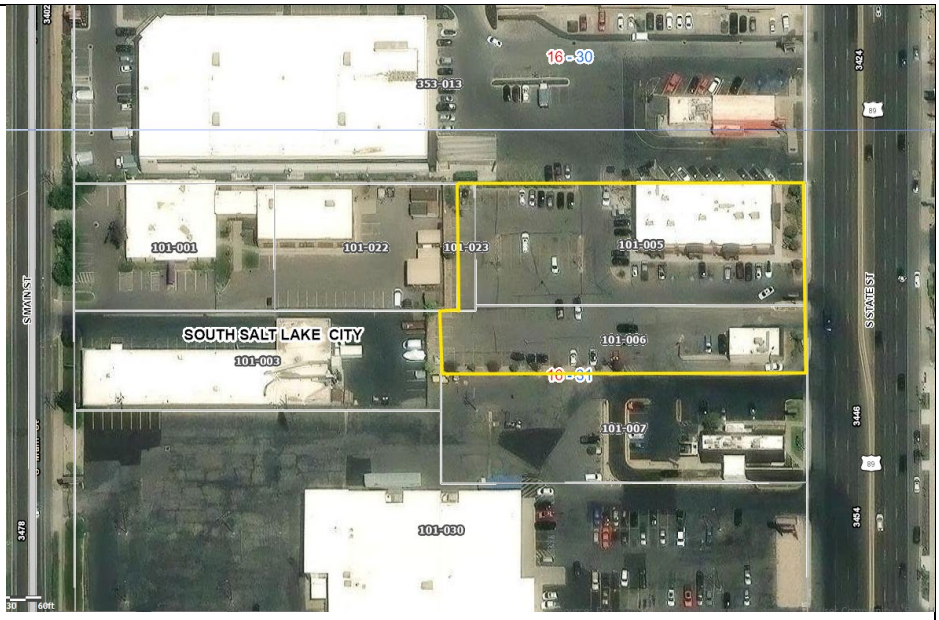
Please sign and pass on, thank you.

Name	City	Representing
FRED C. COX	WEST VALLEY	APPLICANT FRED C. COX, ARCHITECT
Patrick Wong	Riverton	Self
Jason Terry	South Salt Lake	Self
Sara Jenson	S. Salt Lake	Self
Gary Ballentine	S. Salt Lake	self
Eileen Rojas	S. Salt Lake	Self
Kendra Babitz	S. Salt Lake	self
Blake Wellard	S. Salt Lake	Self
Michael Stevenson	VIA Zoom	
Bruce Moore	VIA Zoom	
Matt Connolly	VIA Zoom	
Ryan Grzycheck	VIA Zoom	
Myke Doran	VIA Zoom	
Patrick Yu	VIA Zoom	
Ben Langston	VIA Zoom	

PLANNING COMMISSION STAFF REPORT

MEETING DATE:	June 04, 2026
PROJECT NUMBER:	S25-00011
REQUEST:	An application for approval of a preliminary subdivision plat amendment to plat three (3) parcels located at 3432 S State St.
ADDRESS:	3432 S State St.
PARCEL NUMBER:	16-31-101-005-0000, 16-31-101-023-0000, and 16-31-101-006-0000.
PROPERTY OWNER:	WANG'S INVESTMENT LLC
APPLICANT:	Fred Cox
TYPE OF APPLICATION:	Administrative – Subdivision Plat Approval

SYNOPSIS:



On July 29, 2025, Fred Cox submitted a Plat Application to plat three (3) parcels. The parcel numbers are 16-31-101-005-0000, 16-31-101-023-0000, and 16-31-101-006-0000. The current land use districts of the parcels are Commercial Corridor (CC) and Commercial General (CG). The address for the project is 3432 S State St, currently there are two operating restaurants within the parcels. This plat application is to plat and combine the existing parcels, so the landowner can build a new commercial building on the parcel. Mainly, commercial uses surround the property. The subject parcel currently subject to right of way easements in favor of Utah Power and Light Company and Mountain States Telephone and Telegraph Company, Cross-Access Easement to Utah Department of Transportation (UDOT). The proposed consolidated lot will be approximately 1.38 acres, meeting the minimum one (1) acre lot size requirement in the Commercial Corridor (CC) Land Use District.

The Planning Commission is the land use authority over all Plat Applications.

STAFF RECOMMENDATION:

Staff recommend approval for a preliminary subdivision plat amendment to plat one parcel.

EXISTING ZONING	EXISTING LAND USE	SURROUND ZONING	SIZE OF PROPERTY
CC, CG	Commercial	North – CC South – CC East – CC West – CG	1.38 acres

PLANNING COMMISSION STAFF REPORT

GENERAL INFORMATION:

Location: 3432 S State St.

Parcel Size: 1.38 acres after consolidation

Surrounding Land Use Districts: North – CC
South – CC
East – CC
West – CG

Figure 1: Existing Parcel Lines

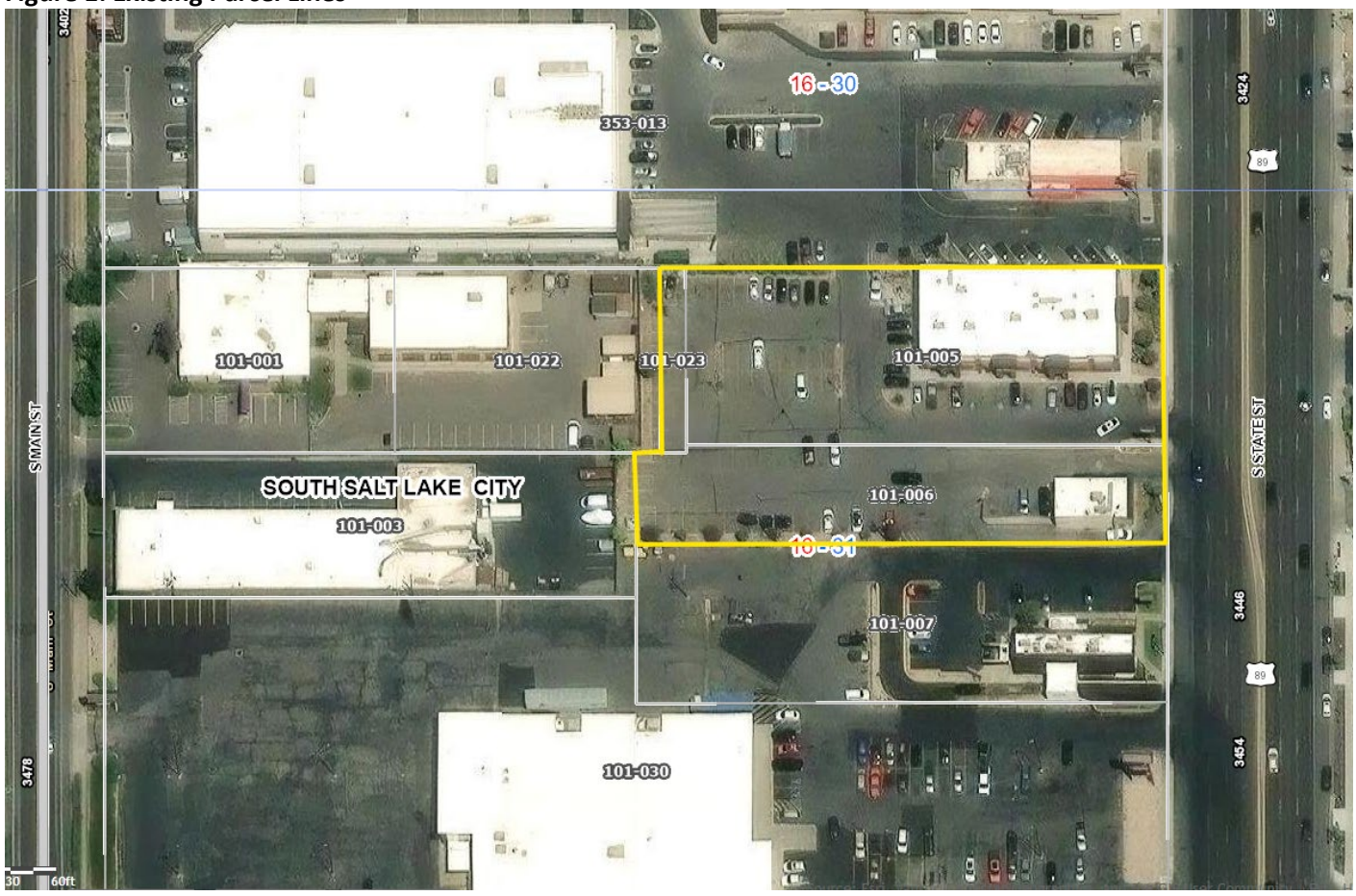


Figure 2: Existing Condition (120 E Spencer)



Figure 4: Proposed Preliminary Plat

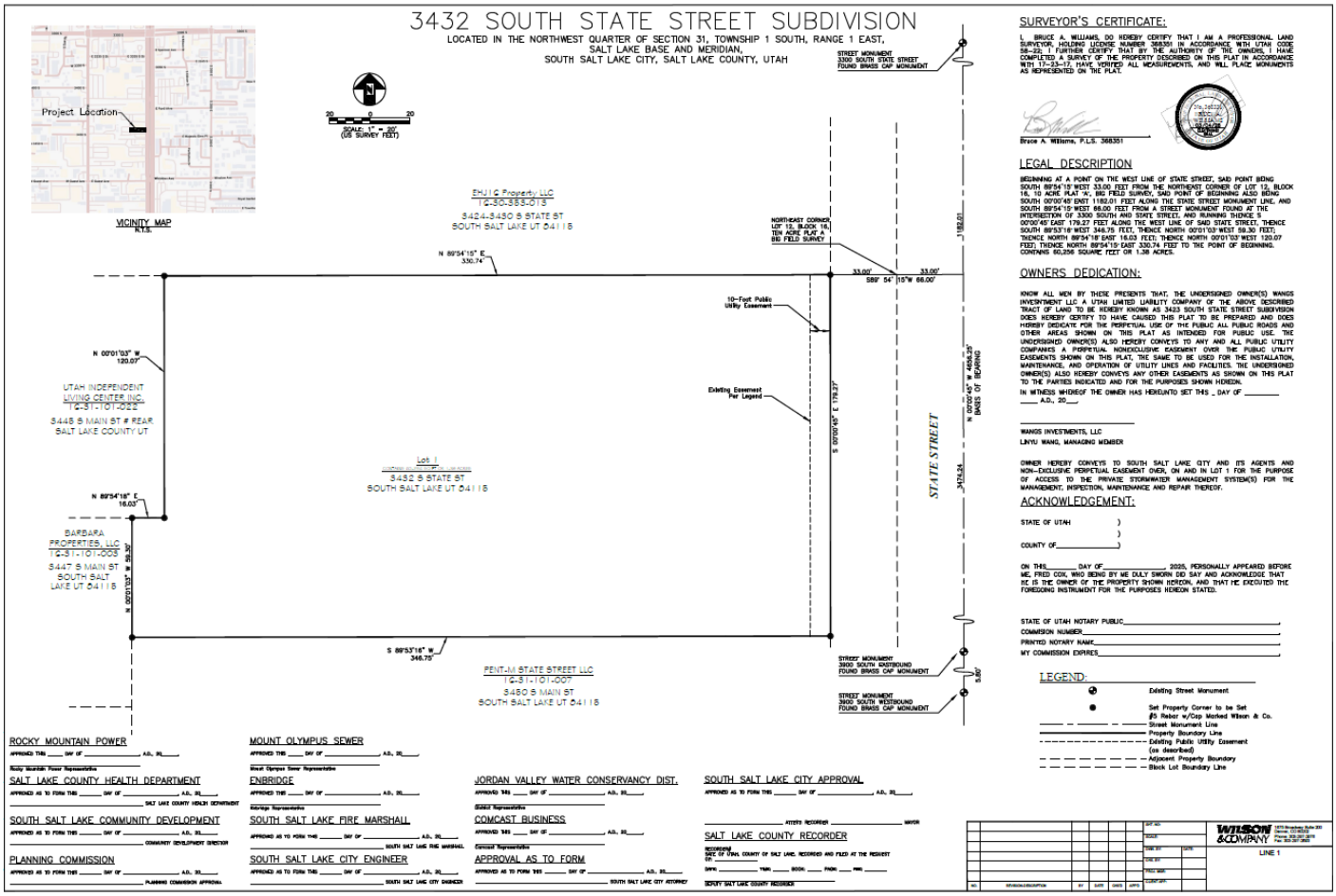


Figure 5: Site Plan

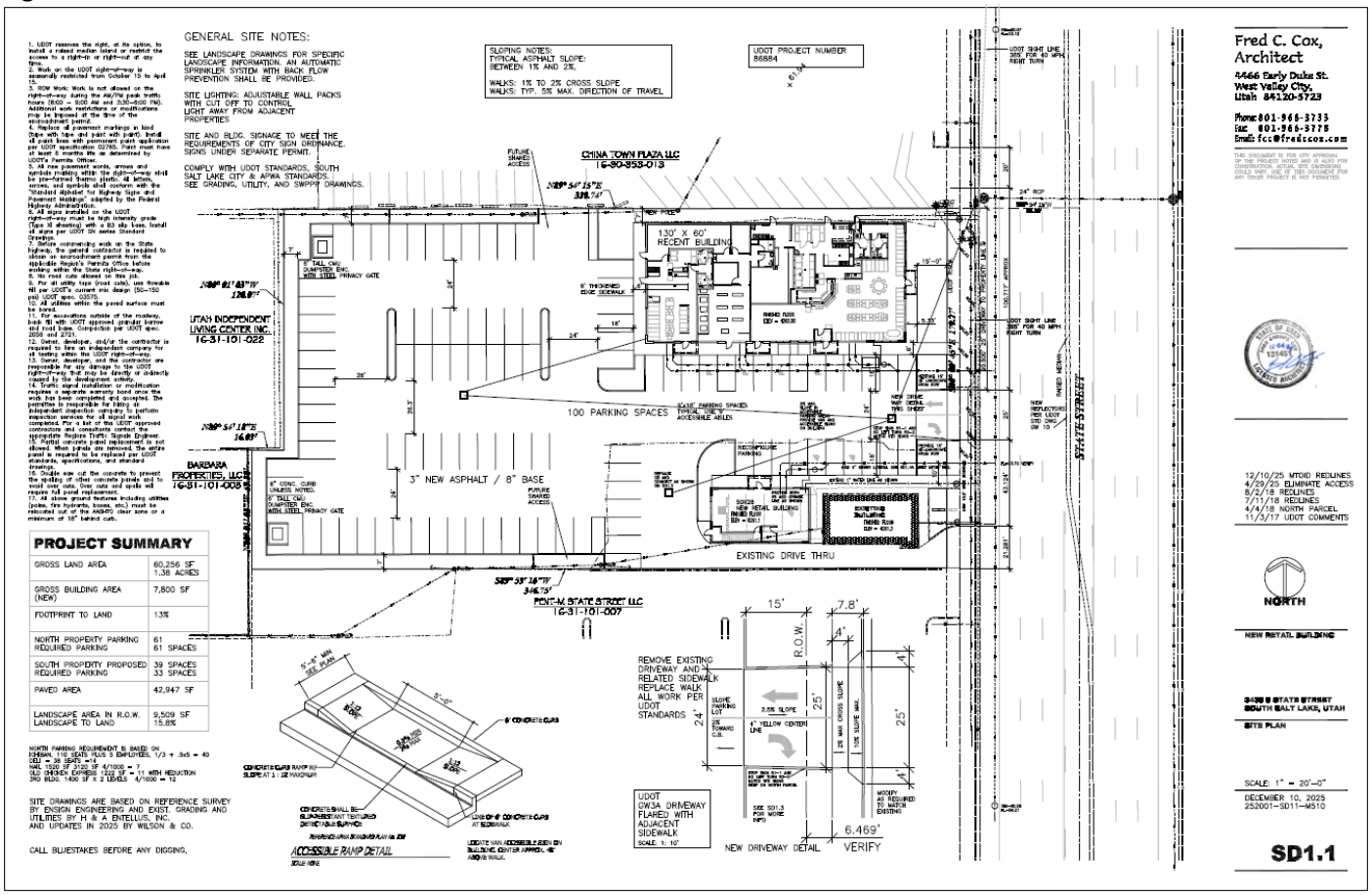


Figure 6: Alta Survey

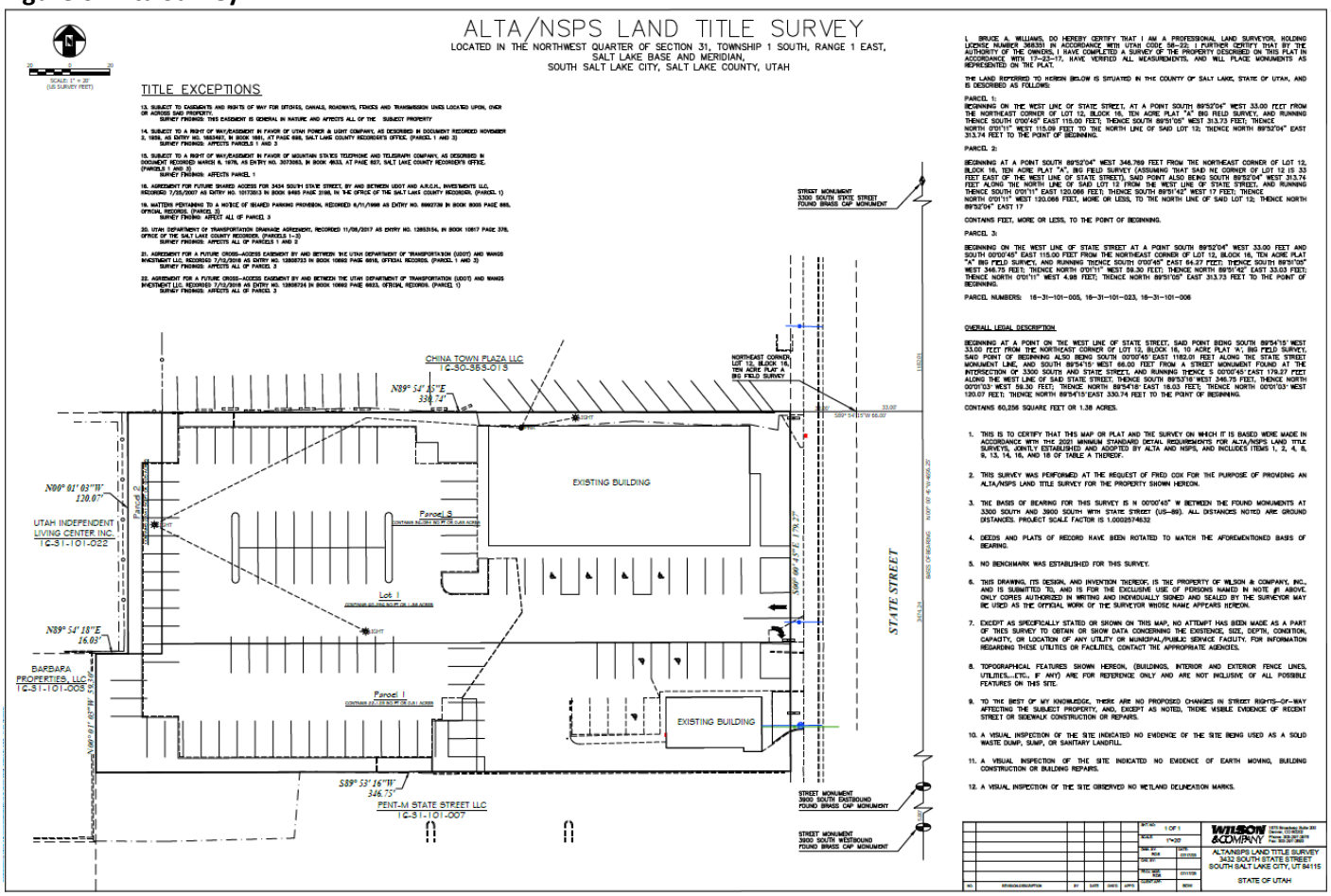


Figure 7: Elevations

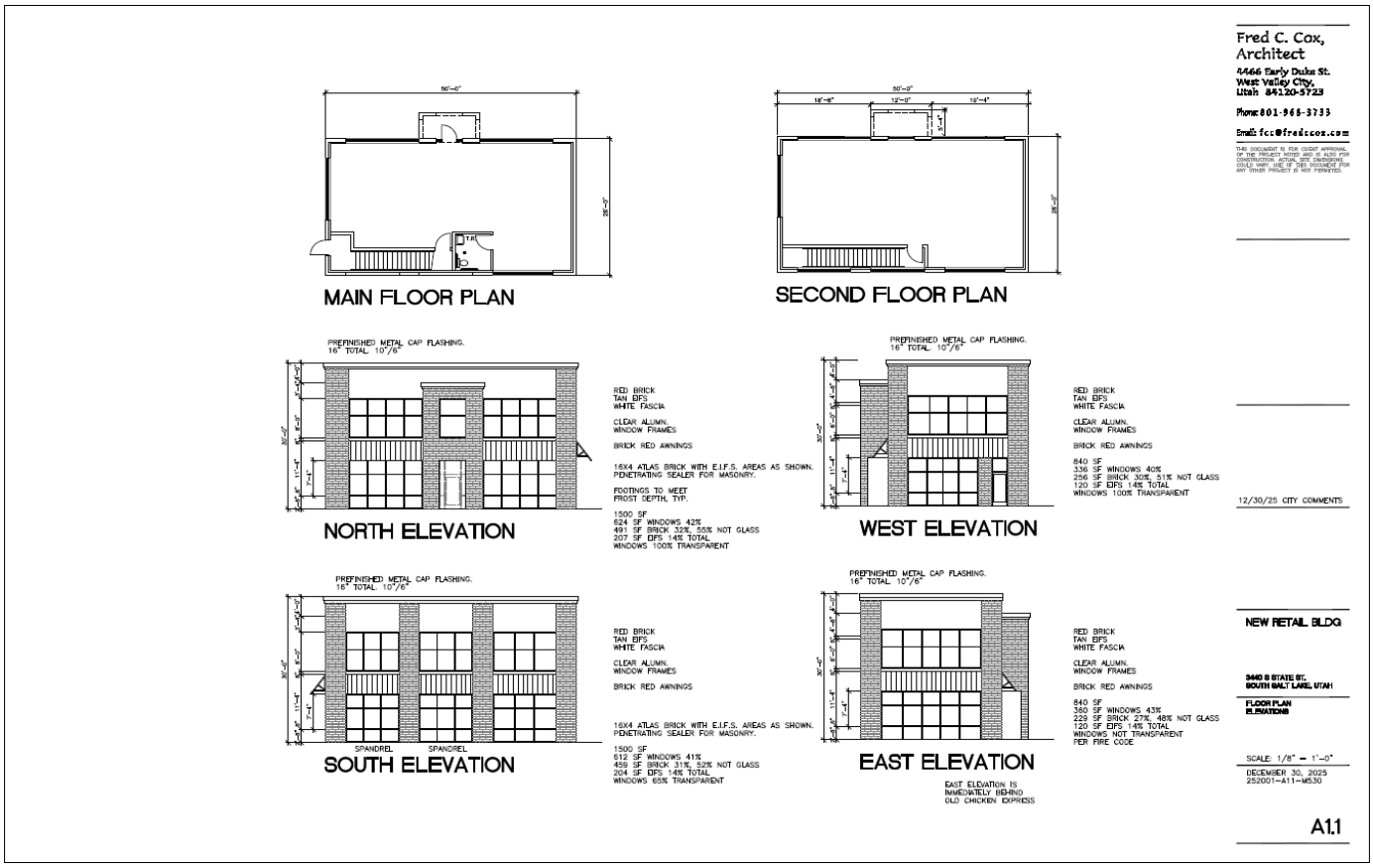
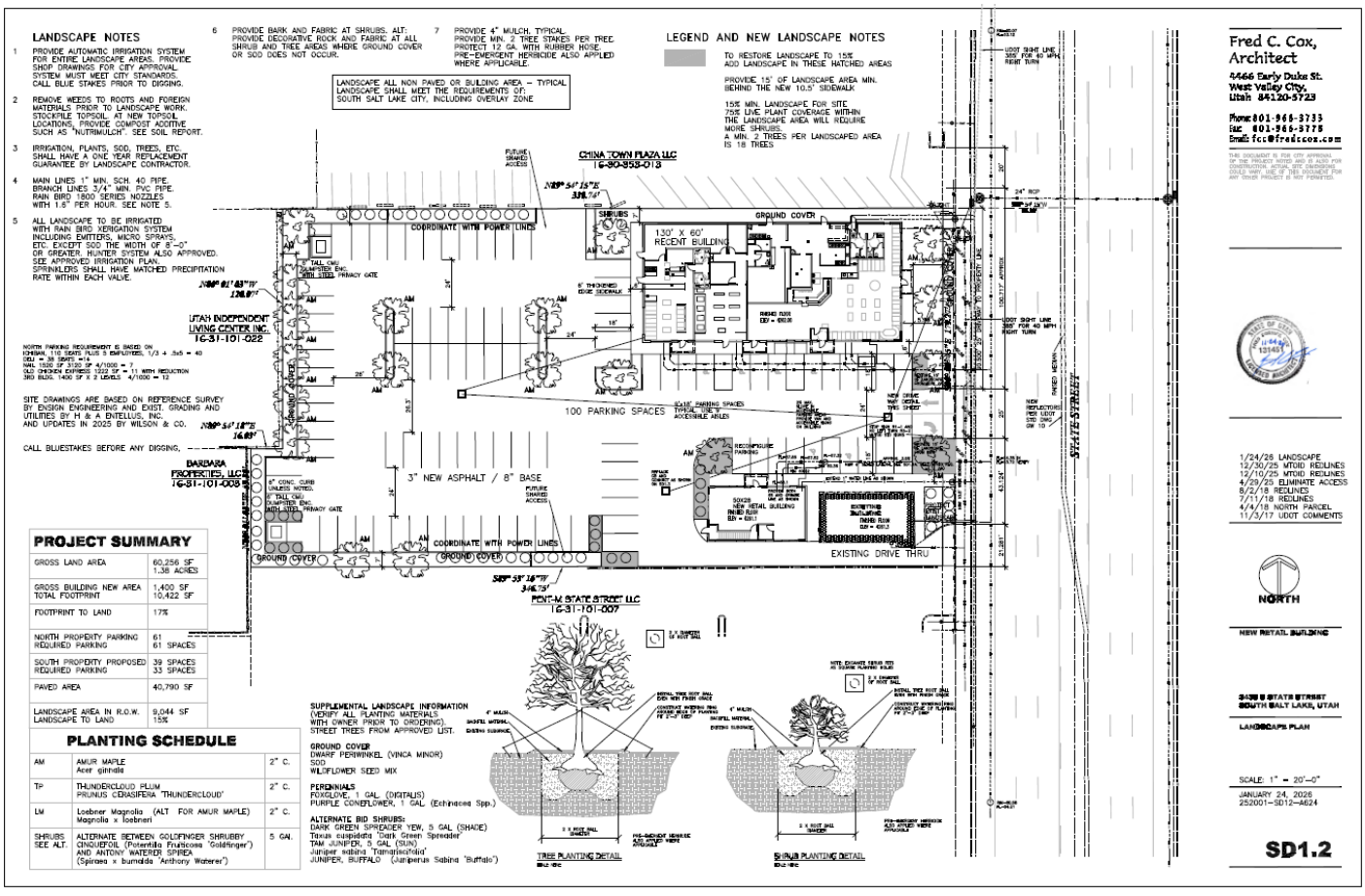


Figure 8: Landscape Plan



PLANNING COMMISSION AUTHORITY:

17.11.030. Land use authority designations.
Pursuant to state law, the following administrative land use authority designations are made:

A. Planning Commission. The planning commission is the land use authority on issues of: **subdivision and subdivision plat approval**, vacating, altering or amending a Subdivision Plat; Conditional Use Permit Applications; design review for Building Heights as established in this Title; design review for projects on Parcels where any portion of the Parcel abuts any residential district; and the issuance of a Building or demolition permit in a Historic and Landmark district.

GENERAL PLAN CONSIDERATIONS:

Economic Development Goal 3: Continue to support existing and future businesses through the city's partnership with the South Salt Lake Chamber of Commerce and comprehensive business retention and recruitment program.

Analysis: This plat application allows the landowner of 3432 S State St to build a new commercial structure, to increase local opportunities, development density, and local destinations.

ORDINANCE ANALYSIS:

Ordinance	Finding	Notes / Insufficiency
Downtown District Code		
17.10.120 – Requirements for Improvements & Design		
A. Compliance with laws, rules and regulations	Petition complies.	
B. South Salt Lake construction specifications and standard drawings (Road profile dedications)	The applicant met with the Engineering Department to meet all Right of Way requirements.	
C. Self-Imposed restrictions	The applicant has proposed no restriction.	
D. Restrictions due to character of the land	Not applicable	
17.10.140 – Subdivision Development Lot Standards		
A. All Final Plats shall result in the creation of compliant Lots and Building sites.	The total acreage of the subdivided lot will be 1.38 acres. The proposed lot does comply with the standards in Section 17 of the SSL Municipal Code. The minimum lot size standard in the CC is 1-acre.	
B. Frontage on public street	The newly subdivided lot will have frontage on public street.	
C. Street right-of-way shall be separate and distinct from subdivided lots.	Not applicable	
D. Minimum area and dimensions shall conform.	There is a 1-acre minimum requirement in the CC District for commercial uses.	
E. Side boundary lines shall be at right angles to the street.	All newly created side boundary lines are at right angles to all adjacent streets.	

F. Side boundary lines of lots shall be radial to center of a Cul-de-Sac	Not Applicable	
G. Corner lots for residential uses shall be platted wider than interior lots	Not Applicable	
H. Lots shall not divide City boundary	All existing and proposed parcels are located within South Salt Lake City.	
I. Double frontage SF residential lots	Not Applicable	
J. Multiple building yard areas	Not Applicable	
K. Side lot lines shall be at right angles to street lines	The newly created side lot lines are at a right angle to street lines.	
L. Dimensions of Corner Lots shall be large enough to allow for erection of Buildings	Not Applicable	
M. Depth and width of properties shall be adequate to provide for off-street parking and loading facilities	The development site plan provides sufficient off-street parking with 100 total off-street parking stalls.	
N. New Single-Family lots	Not Applicable	
O. If Access from an Arterial or Collector Street is necessary for new adjoining lots, such lots shall be served by separate local street	Not Applicable	
P. Driveways shall be designed and arranged to avoid vehicles backing onto Streets	Not Applicable	
Q. Lots shall be laid out to provide positive drainage away from all buildings.	Per the Engineering review, there is positive drainage away from all buildings.	
17.10.160(A) - Drainage and Storm Sewers General Requirements		
A. Each plat shall make adequate provision for storm or flood water runoff.	Per the Engineering review, there is adequate provision for storm or flood water runoff.	
17.10.160(B) – Nature of Stormwater Facilities		
A. Applicants may be required to carry away by pipe or open channel any spring or surface water that may exist either previously to or as a result of the subdivision.	Not applicable	
B. Adequate underground stormwater systems shall be constructed and maintained.	Per the Engineering review, there is an adequate underground stormwater system.	
C. Accommodation of Upstream Drainage Areas.	Not applicable	
D. Adequate storm / flood water drainage will be provided to an approved drainage watercourse or facility with capacity.	Per the Engineering review, there is adequate storm or flood water drainage.	
E. Areas of poor drainage shall be remediated as applicable.	Sufficient drainage is provided per Engineering review.	
F. Flood plain areas shall be preserved upon recommendation of City Engineer when necessary for the health, safety, or welfare of the population of the area.	No floodplain areas exist to be preserved upon recommendation of the South Salt Lake City Engineer.	

17.10.170 - Water Facilities		
A. Applicant shall extend public culinary water supply-system for the purpose of providing an adequate water-supply to the Plat	Adequate water supply provisions are proposed per South Salt Lake Engineering review.	
B. Applicant shall install adequate water facilities including fire hydrants.	All proposed water infrastructure has been reviewed by South Salt Lake Engineering and complies with city standards.	
C. Water extensions shall meet City's standards	Not applicable	
D. Fire flow shall be approved by the Fire Marshal.	The Fire Marshal has reviewed and approved the proposed development plan.	
E. Location of all fire hydrants, all water and storage supply improvements shall be shown on the approved site plan and the cost of installing shall be included on the performance guaranty.	The Fire Marshal has reviewed and approved the proposed development plan.	
F. A determination shall be made as to location or extent of facilities to be maintained by South Salt Lake City, if any.	There are no private facilities at this location to be maintained by South Salt Lake City.	
G. Fire hydrants required for all plats.	The Fire Marshal has reviewed and approved the proposed development plan.	
17.10.180 - Sewer Facilities		
A. The applicant shall install sanitary sewer facilities in a manner prescribed by the applicable sanitary sewer authority.	The Engineering Department has reviewed and approved the proposed development plan.	
B. Sanitary sewer facilities shall connect with the public sanitary sewer at sizes required by the sanitary sewer authority	South Salt Lake Engineering has reviewed and approved the civil plans for the proposed development. All proposed infrastructure complies with South Salt Lake requirements.	
17.10.190 – Utilities		
A. Utility facilities shall be located underground in new subdivisions.	There are no existing utility facilities on the surface in this lot.	
B. Easements centered on Rear Lot Lines shall be provided for private and municipal utilities; such easements shall be at least 10' wide.	There will be a 10 ft PUE easement on the front lot line of the proposed development.	
17.10.200 - Sidewalks, Trails, and Bike Paths		
A. Subdivision shall comply with the applicable road profile – including sidewalks, landscaping, bike lanes, curb and gutter, etc.	The new proposed roadways and access will comply with the current Public Right of Way standards. With the consolidation the property owner will need to consolidate their curb cuts along State Street, which they have called out on their Site Plan.	
B. Trails, pedestrian paths, and bike paths shall relate appropriately to topography.	Public and internal pathways relate appropriately to topography on the site and comply with South Salt Lake code.	

C. Trails, pedestrian paths, and bike paths shall be provided in accordance with the Trails Master Plan.	The Trails Master Plan does not include any facilities adjacent to the subject property.	

STAFF RECOMMENDATION:

Based upon the information submitted in the application, supporting documentation, and analysis of the relevant code sections and general plan goals, Staff recommends the Planning Commission move to approve the preliminary subdivision plat amendment to plat three (3) parcels into one lot located at 3432 S State St., based on the findings of fact, conclusions of law and conditions of approval for the subdivision in the staff report.

Findings of Fact:

1. On July 29, 2025, Fred Cox submitted a Plat Application to plat parcels 16-31-101-005-0000, 16-31-101-023-0000, and 16-31-101-006-0000.

2. The purpose of the proposed subdivision plat amendment is to plat the parcel for a new commercial building.

3. The subject location 3432 S State St is in the Commercial Corridor (CC) and Commercial General (CG) land use district.

4. The total development area of the three (3) lots is 1.38 acres.

5. The minimum acreage requirement in the CC land use district is 1 acre.

6. Section 17.07.010 of the South Salt Lake Municipal Code states that new buildings are required to comply with all IBC, IFC, development, and design standards.

7. No impact is expected as part of the business on environmentally sensitive lands. There is no environmentally sensitive land on site.

8. No specific hazards or adverse impacts are expected due to the proposed use.

9. Commercial uses such as “Office”, “Restaurant”, “Retail” land uses are permitted in the CC land use district.

10. Staff have reviewed this subdivision application for compliance with South Salt Lake Municipal Code Sections 17.10.120, 17.10.130, 17.10.140, 17.10.150, 17.10.160, 17.10.170, 17.10.180, 17.10.190 and 17.10.200, and found that this subdivision application is compliant with this section, as outlined above.

Conclusions of Law:

1. The plat and proposed use, as specifically conditioned below, is consistent with the South Salt Lake City General Plan.

2. The plat and proposed use, as specifically conditioned below, is compatible in use, scale, and design with allowed uses in the CC district.

3. The plat and proposed use, as specifically conditioned below, does not compromise the health, safety, or welfare of: Persons employed within or using the proposed development; Those residing or working in the

vicinity of the proposed use or development; or Property or improvements in the vicinity of the proposed use or development.

4. The plat and proposed use, as specifically conditioned below, does not impose disproportionate burdens on the citizens of the city.

Conditions of Approval:

1. The applicant will continue to work with City staff to make all technical corrections necessary prior to recording;

2. Prior to plat recordation and any additional development of the subsequent lot, the applicant must provide city staff the final plat mylar to include notarized signatures of owners' consent to dedication; obtain signatures of all entities indicated on the subdivision plat attached hereto;

3. The applicant shall complete (or post an adequate improvement completion assurance), warrant and post required warranty assurance for all required landscaping and public infrastructure improvements including street lights;

4. The curb cuts along State Street shall be consolidated per the approved Site Plan;

5. The applicant shall ensure that all site improvements are installed consistent with the requirements of the South Salt Lake City Municipal Code;

6. The applicant shall dedicate a 10' foot public utility easement to the City of South Salt Lake for purposes of storm water management practices and ensure the plat includes language of the dedication of such easement, in a form as approved by the City Attorney's Office;

7. The proposed development shall meet all requirements of the South Salt Lake Community Development Department, South Salt Lake Fire Marshal, the South Salt Lake Building Official, and the South Salt Lake Engineering department;

8. The applicant shall comply with all applicable International Building Codes and International Fire Codes and must obtain and complete a South Salt Lake building permit;

9. The applicant shall record the plat with the Salt Lake County Recorder's Office within 2 years of receiving final plat approval or the applicant elects to install Infrastructure Improvements prior to Plat recordation, the applicant shall have applied for the proper permits, deposited a 10% Warranty Assurance and be actively working on the issued permit;

10. All utilities shall be undergrounded.

11. All items of the staff report.

PLANNING COMMISSION OPTIONS:

Option 1: Approval

Move to approve the application by Fred Cox, for a Preliminary Subdivision Plat to create one lot located at 3432 S State St., based on the findings and conclusions in the staff report, with the conditions enumerated in the staff report and on the record.

Option 2: Denial

Move to deny the application by Fred Cox, for a Preliminary Subdivision Plat to create one lot located at 3432 S State St., based on the findings and conclusions in the staff report, with the conditions enumerated in the staff report and on the record.

Option 3: Continuance

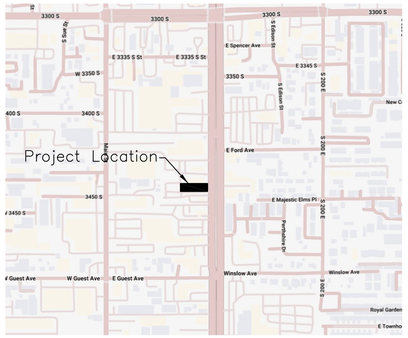
Move to table the application Fred Cox, for a Preliminary Subdivision Plat to create one lot located at 3432 S State St. to a date certain to allow the Applicants and Staff time to respond to specific inquiries or concerns raised by the Planning Commission, or to allow the Planning Commission more time to consider the proposal.

Attachments:

1. Plat
2. Site Plan
3. Alta Survey
4. Landscape Plan
5. Elevations

3432 SOUTH STATE STREET SUBDIVISION

LOCATED IN THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 1 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN,
SOUTH SALT LAKE CITY, SALT LAKE COUNTY, UTAH



VICINITY MAP
N.T.S.



STREET MONUMENT
3300 SOUTH STATE STREET
FOUND BRASS CAP MONUMENT

EHJ16 Property LLC
16-30-353-013
3424-3430 S STATE ST
SOUTH SALT LAKE UT 84115

NORTHEAST CORNER
LOT 12, BLOCK 16,
TEN ACRE PLAT A
BIG FIELD SURVEY

N 89°54'15" E
330.74'

33.00'
S89° 54' 15"W 66.00'
33.00'

1182.01

10-Foot Public
Utility Easement

N 00°01'03" W
120.07'

Existing Easement
Per Legend

S 00°00'45" E 179.27'

N 00°00'45" W 4656.25'
BASIS OF BEARING

STATE STREET

3474.24

UTAH INDEPENDENT
LIVING CENTER INC.
16-31-101-022
3445 S MAIN ST # REAR
SALT LAKE COUNTY UT

Lot 1
CONTAINS 60,256 SQ FT OR 1.38 ACRES
3432 S STATE ST
SOUTH SALT LAKE UT 84115

N 89°54'18" E
16.03'

BARBARA
PROPERTIES, LLC
16-31-101-003
3447 S MAIN ST
SOUTH SALT
LAKE UT 84115

N 00°01'03" W 59.30'

S 89°53'16" W
346.75'

PENT-M STATE STREET LLC
16-31-101-007
3450 S MAIN ST
SOUTH SALT LAKE UT 84115

STREET MONUMENT
3900 SOUTH EASTBOUND
FOUND BRASS CAP MONUMENT

5.80'

STREET MONUMENT
3900 SOUTH WESTBOUND
FOUND BRASS CAP MONUMENT

SURVEYOR'S CERTIFICATE:

I, BRUCE A. WILLIAMS, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, HOLDING LICENSE NUMBER 368351 IN ACCORDANCE WITH UTAH CODE 58-22; I FURTHER CERTIFY THAT BY THE AUTHORITY OF THE OWNERS, I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH 17-23-17, HAVE VERIFIED ALL MEASUREMENTS, AND WILL PLACE MONUMENTS AS REPRESENTED ON THE PLAT.

PROFESSIONAL LAND SURVEYOR
No. 368351
BRUCE A.
WILLIAMS
05/12/26
ELECTRONIC SEAL
STATE OF UTAH

Bruce A. Williams, P.L.S. 368351

LEGAL DESCRIPTION

BEGINNING AT A POINT ON THE WEST LINE OF STATE STREET, SAID POINT BEING SOUTH 89°54'15" WEST 33.00 FEET FROM THE NORTHEAST CORNER OF LOT 12, BLOCK 16, 10 ACRE PLAT 'A', BIG FIELD SURVEY, SAID POINT OF BEGINNING ALSO BEING SOUTH 00°00'45" EAST 1182.01 FEET ALONG THE STATE STREET MONUMENT LINE, AND SOUTH 89°54'15" WEST 66.00 FEET FROM A STREET MONUMENT FOUND AT THE INTERSECTION OF 3300 SOUTH AND STATE STREET, AND RUNNING THENCE S 00°00'45" EAST 179.27 FEET ALONG THE WEST LINE OF SAID STATE STREET, THENCE SOUTH 89°53'16" WEST 346.75 FEET, THENCE NORTH 00°01'03" WEST 59.30 FEET; THENCE NORTH 89°54'18" EAST 16.03 FEET; THENCE NORTH 00°01'03" WEST 120.07 FEET; THENCE NORTH 89°54'15" EAST 330.74 FEET TO THE POINT OF BEGINNING. CONTAINS 60,256 SQUARE FEET OR 1.38 ACRES.

OWNERS DEDICATION:

KNOW ALL MEN BY THESE PRESENTS THAT, THE UNDERSIGNED OWNER(S), LIN REVOCABLE TRUST, DATED JUNE 6, 2019, OF THE ABOVE DESCRIBED TRACT OF LAND TO BE HEREBY KNOWN AS 3423 SOUTH STATE STREET SUBDIVISION DOES HEREBY CERTIFY TO HAVE CAUSED THIS PLAT TO BE PREPARED AND DOES HEREBY DEDICATE FOR THE PERPETUAL USE OF THE PUBLIC ALL PUBLIC ROADS AND OTHER AREAS SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE. THE UNDERSIGNED OWNER(S) ALSO HEREBY CONVEYS TO ANY AND ALL PUBLIC UTILITY COMPANIES A PERPETUAL NONEXCLUSIVE EASEMENT OVER THE PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE, AND OPERATION OF UTILITY LINES AND FACILITIES. THE UNDERSIGNED OWNER(S) ALSO HEREBY CONVEYS ANY OTHER EASEMENTS AS SHOWN ON THIS PLAT TO THE PARTIES INDICATED AND FOR THE PURPOSES SHOWN HEREON.

IN WITNESS WHEREOF THE OWNER HAS HEREUNTO SET THIS _____ DAY OF _____ A.D., 20___,

LeMING LIN
TRUSTEE

LINYU WANG
TRUSTEE

OWNER HEREBY CONVEYS TO SOUTH SALT LAKE CITY AND ITS AGENTS AND NON-EXCLUSIVE PERPETUAL EASEMENT OVER, ON AND IN LOT 1 FOR THE PURPOSE OF ACCESS TO THE PRIVATE STORMWATER MANAGEMENT SYSTEM(S) FOR THE MANAGEMENT, INSPECTION, MAINTENANCE AND REPAIR THEREOF.

ACKNOWLEDGEMENT:

STATE OF UTAH)
)
COUNTY OF_____)

ON THIS_____ DAY OF_____, 2025, PERSONALLY APPEARED BEFORE ME, LeMING LIN & LINYU WANG, WHO BEING BY ME DULY SWORN DID SAY AND ACKNOWLEDGE THAT THEY ARE THE TRUSTEES OF THE LIN REVOCABLE TRUST, DATED JUNE 6, 2019 WHO IS THE OWNER OF THE PROPERTY SHOWN HEREON, AND THAT THEY EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES HEREON STATED.

STATE OF UTAH NOTARY PUBLIC_____,
COMMISION NUMBER_____,
PRINTED NOTARY NAME_____,
MY COMMISSION EXPIRES_____,

LEGEND:

- Existing Street Monument
- Set Property Corner to be Set #5 Rebar w/Cap Marked Wilson & Co.
- Street Monument Line
- Property Boundary Line
- Existing Public Utility Easement (as described)
- Adjacent Property Boundary
- Block Lot Boundary Line

ROCKY MOUNTAIN POWER

APPROVED THIS _____ DAY OF _____, A.D., 20_____,

_____
Rocky Mountain Power Representative

MOUNT OLYMPUS SEWER

APPROVED THIS _____ DAY OF _____, A.D., 20_____,

_____
Mount Olympus Sewer Representative

SALT LAKE COUNTY HEALTH DEPARTMENT

APPROVED AS TO FORM THIS _____ DAY OF _____, A.D., 20_____,

_____ SALT LAKE COUNTY HEALTH DEPARTMENT

ENBRIDGE

APPROVED THIS _____ DAY OF _____, A.D., 20_____,

_____
Enbridge Representative

JORDAN VALLEY WATER CONSERVANCY DIST.

APPROVED THIS _____ DAY OF _____, A.D., 20_____,

_____
District Representative

SOUTH SALT LAKE CITY APPROVAL

APPROVED AS TO FORM THIS _____ DAY OF _____, A.D., 20_____,

_____ ATTEST: RECORDER _____ MAYOR

SOUTH SALT LAKE COMMUNITY DEVELOPMENT

APPROVED AS TO FORM THIS _____ DAY OF _____, A.D., 20_____,

_____ COMMUNITY DEVELOPMENT DIRECTOR

SOUTH SALT LAKE FIRE MARSHALL

APPROVED AS TO FORM THIS _____ DAY OF _____, A.D., 20_____,

_____ SOUTH SALT LAKE FIRE MARSHALL

COMCAST BUSINESS

APPROVED THIS _____ DAY OF _____, A.D., 20_____,

_____
Comcast Representative

SALT LAKE COUNTY RECORDER

RECORDER#
SATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE REQUEST OF: _____

DATE: _____ TIME: _____ BOOK: _____ PAGE: ___ FEE: _____

_____
DEPUTY SALT LAKE COUNTY RECORDER

PLANNING COMMISSION

APPROVED AS TO FORM THIS _____ DAY OF _____, A.D., 20_____,

_____ PLANNING COMMISSION APPROVAL

SOUTH SALT LAKE CITY ENGINEER

APPROVED AS TO FORM THIS _____ DAY OF _____, A.D., 20_____,

_____ SOUTH SALT LAKE CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____ DAY OF _____, A.D., 20_____,

_____ SOUTH SALT LAKE CITY ATTORNEY

NO.	REVISION-DESCRIPTION	BY	DATE	CHK'D	APP'D

SHT. NO:
SCALE:
DWN. BY: DATE:
CHK. BY:
PROJ. MGR:
CLIENT APP:

WILSON & COMPANY
1675 Broadway Suite 200
Denver, CO 80202
Phone: 303-297-2976
Fax: 303-297-2693

LINE 1

M:\SSR_PC\2025\Plat and Final Cond\SLC\Survey\SW\Final Cov SSL Plat.dwg, Plotted on May 12, 2026 - 2:52pm, By: BAWilliams

1. UDOT reserves the right, at its option, to install a raised median island or restrict the access to a right-in or right-out at any time.
2. Work on the UDOT right-of-way is seasonally restricted from October 15 to April 15.
3. ROW Work: Work is not allowed on the right-of-way during the AM/PM peak traffic hours (6:00 – 9:00 AM and 3:30–6:00 PM). Additional work restrictions or modifications may be imposed at the time of the encroachment permit.
4. Replace all pavement markings in kind (tape with tape and paint with paint). Install all paint lines with permanent paint application per UDOT specification 02765. Paint must have at least 6 months life as determined by UDOT's Permits Officer.
5. All new pavement words, arrows and symbols marking within the right-of-way shall be pre-formed thermo plastic. All letters, arrows, and symbols shall conform with the "Standard Alphabet for Highway Signs and Pavement Markings" adopted by the Federal Highway Administration.
6. All signs installed on the UDOT right-of-way must be high intensity grade (Type XI sheeting) with a B3 slip base. Install all signs per UDOT SN series Standard Drawings.
7. Before commencing work on the State highway, the general contractor is required to obtain an encroachment permit from the applicable Region's Permits Office before working within the State right-of-way.
8. No road cuts allowed on this job.
9. For all utility taps (road cuts), use flowable fill per UDOT's current mix design (50–150 psi) UDOT spec. 03575.
10. All utilities within the paved surface must be bored.
11. For excavations outside of the roadway, back fill with UDOT approved granular borrow and road base. Compaction per UDOT spec. 2056 and 2721.
12. Owner, developer, and/or the contractor is required to hire an independent company for all testing within the UDOT right-of-way.
13. Owner, developer, and the contractor are responsible for any damage to the UDOT right-of-way that may be directly or indirectly caused by the development activity.
14. Traffic signal installation or modification requires a separate warranty bond once the work has been completed and accepted. The permittee is responsible for hiring an independent inspection company to perform inspection services for all signal work completed. For a list of the UDOT approved contractors and consultants contact the appropriate Regions Traffic Signals Engineer.
15. Partial concrete panel replacement is not allowed. When panels are removed, the entire panel is required to be replaced per UDOT standards, specifications, and standard drawings.
16. Double saw cut the concrete to prevent the spalling of other concrete panels and to avoid over cuts. Over cuts and spalls will require full panel replacement.
17. All above ground features including utilities (poles, fire hydrants, boxes, etc.) must be relocated out of the AASHTO clear zone or a minimum of 18" behind curb.

GENERAL SITE NOTES:

SEE LANDSCAPE DRAWINGS FOR SPECIFIC LANDSCAPE INFORMATION. AN AUTOMATIC SPRINKLER SYSTEM WITH BACK FLOW PREVENTION SHALL BE PROVIDED.

SITE LIGHTING: ADJUSTABLE WALL PACKS WITH CUT OFF TO CONTROL LIGHT AWAY FROM ADJACENT PROPERTIES

SITE AND BLDG. SIGNAGE TO MEET THE REQUIREMENTS OF CITY SIGN ORDINANCE. SIGNS UNDER SEPARATE PERMIT.

COMPLY WITH UDOT STANDARDS, SOUTH SALT LAKE CITY & APWA STANDARDS. SEE GRADING, UTILITY, AND SWPPP DRAWINGS.

SLOPING NOTES:
TYPICAL ASPHALT SLOPE:
BETWEEN 1% AND 2%,

WALKS: 1% TO 2% CROSS SLOPE
WALKS: TYP. 5% MAX. DIRECTION OF TRAVEL

UDOT PROJECT NUMBER
86884

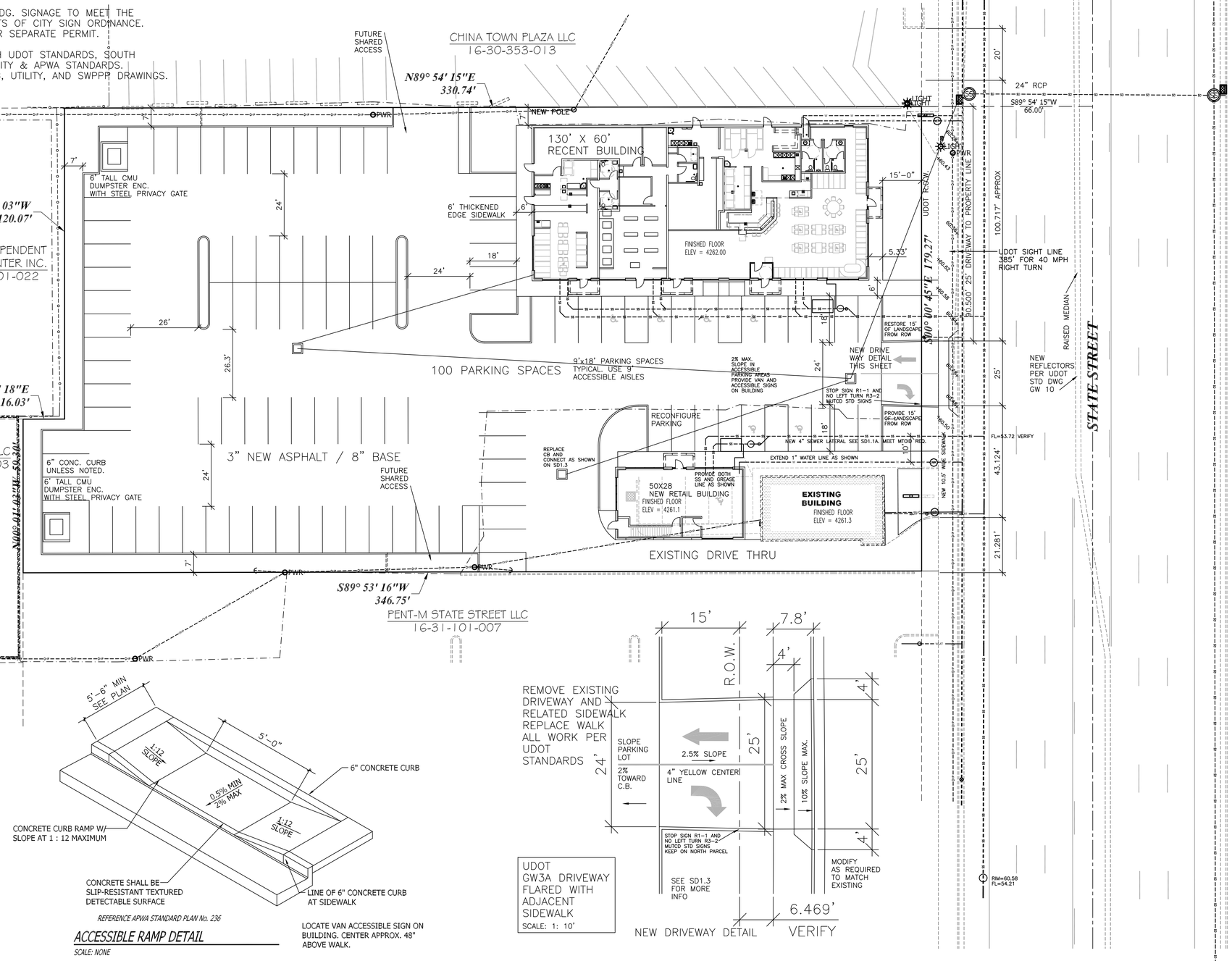
PROJECT SUMMARY

GROSS LAND AREA	60,256 SF 1.38 ACRES
GROSS BUILDING AREA (NEW)	7,800 SF
FOOTPRINT TO LAND	13%
NORTH PROPERTY PARKING REQUIRED PARKING	61 61 SPACES
SOUTH PROPERTY PROPOSED REQUIRED PARKING	39 SPACES 33 SPACES
PAVED AREA	42,947 SF
LANDSCAPE AREA IN R.O.W. LANDSCAPE TO LAND	9,509 SF 15.8%

NORTH PARKING REQUIREMENT IS BASED ON
ICHIBAN, 110 SEATS PLUS 5 EMPLOYEES, 1/3 + .5x5 = 40
DELI = 38 SEATS =14
NAIL 1520 SF 3120 SF 4/1000 = 7
OLD CHICKEN EXPRESS 1222 SF = 11 WITH REDUCTION
3RD BLDG. 1400 SF X 2 LEVELS 4/1000 = 12

SITE DRAWINGS ARE BASED ON REFERENCE SURVEY BY ENSIGN ENGINEERING AND EXIST. GRADING AND UTILITIES BY H & A ENTELLUS, INC. AND UPDATES IN 2025 BY WILSON & CO.

CALL BLUESTAKES BEFORE ANY DIGGING,



REFERENCE APWA STANDARD PLAN No. 236

ACCESSIBLE RAMP DETAIL
SCALE: NONE

LOCATE VAN ACCESSIBLE SIGN ON BUILDING. CENTER APPROX. 48" ABOVE WALK.

UDOT GW3A DRIVEWAY FLARED WITH ADJACENT SIDEWALK
SCALE: 1: 10'

NEW DRIVEWAY DETAIL

Fred C. Cox, Architect
4466 Early Duke St.
West Valley City,
Utah 84120-5723

Phone: 801-968-3733
Fax: 801-966-3778
Email: fcc@fredccox.com

THIS DOCUMENT IS FOR CITY APPROVAL OF THE PROJECT NOTED AND IS ALSO FOR CONSTRUCTION. ACTUAL SITE DIMENSIONS COULD VARY. USE OF THIS DOCUMENT FOR ANY OTHER PROJECT IS NOT PERMITTED.

STATE OF UTAH
FRED CORNICK COX
11-24-25
131451
LICENSED ARCHITECT

12/10/25 MTOID REDLINES
4/29/25 ELIMINATE ACCESS
8/2/18 REDLINES
7/11/18 REDLINES
4/4/18 NORTH PARCEL
11/3/17 UDOT COMMENTS

NORTH

NEW RETAIL BUILDING

3438 S STATE STREET
SOUTH SALT LAKE, UTAH

SITE PLAN

SCALE: 1" = 20'-0"

DECEMBER 10, 2025
252001-SD11-M510

SD1.1

ALTA/NSPS LAND TITLE SURVEY

LOCATED IN THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 1 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN,
SOUTH SALT LAKE CITY, SALT LAKE COUNTY, UTAH

20 0 20

SCALE: 1" = 20'
(US SURVEY FEET)

TITLE EXCEPTIONS

13. SUBJECT TO EASEMENTS AND RIGHTS OF WAY FOR DITCHES, CANALS, ROADWAYS, FENCES AND TRANSMISSION LINES LOCATED UPON, OVER OR ACROSS SAID PROPERTY.
SURVEY FINDINGS: THIS EASEMENT IS GENERAL IN NATURE AND AFFECTS ALL OF THE SUBJECT PROPERTY

14. SUBJECT TO A RIGHT OF WAY/EASEMENT IN FAVOR OF UTAH POWER & LIGHT COMPANY, AS DESCRIBED IN DOCUMENT RECORDED NOVEMBER 2, 1959, AS ENTRY NO. 1683497, IN BOOK 1661, AT PAGE 698, SALT LAKE COUNTY RECORDER'S OFFICE. (PARCEL 1 AND 3)
SURVEY FINDINGS: AFFECTS PARCELS 1 AND 3

15. SUBJECT TO A RIGHT OF WAY/EASEMENT IN FAVOR OF MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY, AS DESCRIBED IN DOCUMENT RECORDED MARCH 6, 1978, AS ENTRY NO. 3073083, IN BOOK 4633, AT PAGE 827, SALT LAKE COUNTY RECORDER'S OFFICE. (PARCELS 1 AND 3)
SURVEY FINDINGS: AFFECTS PARCEL 1

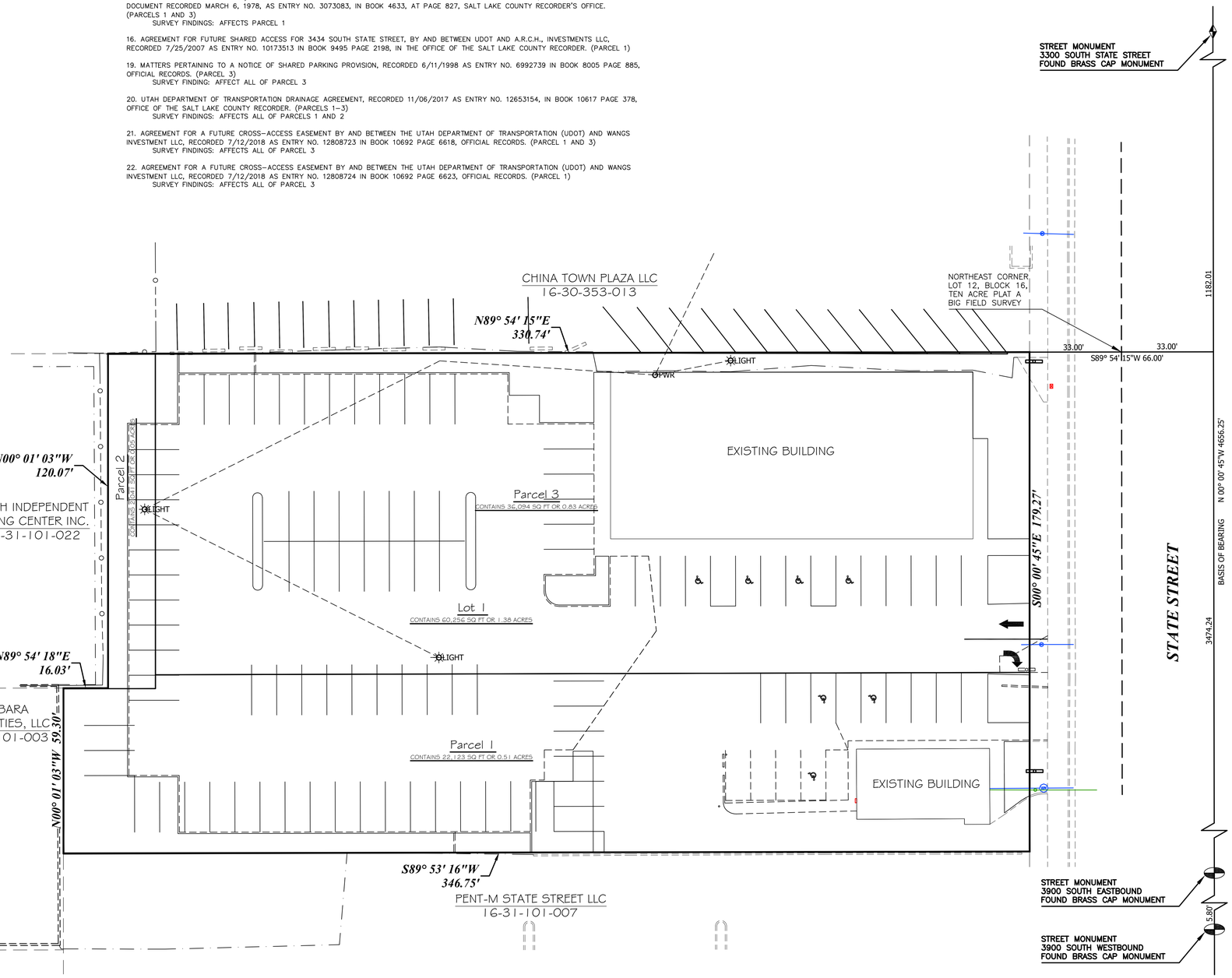
16. AGREEMENT FOR FUTURE SHARED ACCESS FOR 3434 SOUTH STATE STREET, BY AND BETWEEN UDOT AND A.R.C.H., INVESTMENTS LLC, RECORDED 7/25/2007 AS ENTRY NO. 10173513 IN BOOK 9495 PAGE 2198, IN THE OFFICE OF THE SALT LAKE COUNTY RECORDER. (PARCEL 1)

19. MATTERS PERTAINING TO A NOTICE OF SHARED PARKING PROVISION, RECORDED 6/11/1998 AS ENTRY NO. 6992739 IN BOOK 8005 PAGE 885, OFFICIAL RECORDS. (PARCEL 3)
SURVEY FINDING: AFFECT ALL OF PARCEL 3

20. UTAH DEPARTMENT OF TRANSPORTATION DRAINAGE AGREEMENT, RECORDED 11/06/2017 AS ENTRY NO. 12653154, IN BOOK 10617 PAGE 378, OFFICE OF THE SALT LAKE COUNTY RECORDER. (PARCELS 1–3)
SURVEY FINDINGS: AFFECTS ALL OF PARCELS 1 AND 2

21. AGREEMENT FOR A FUTURE CROSS–ACCESS EASEMENT BY AND BETWEEN THE UTAH DEPARTMENT OF TRANSPORTATION (UDOT) AND WANGS INVESTMENT LLC, RECORDED 7/12/2018 AS ENTRY NO. 12808723 IN BOOK 10692 PAGE 6618, OFFICIAL RECORDS. (PARCEL 1 AND 3)
SURVEY FINDINGS: AFFECTS ALL OF PARCEL 3

22. AGREEMENT FOR A FUTURE CROSS–ACCESS EASEMENT BY AND BETWEEN THE UTAH DEPARTMENT OF TRANSPORTATION (UDOT) AND WANGS INVESTMENT LLC, RECORDED 7/12/2018 AS ENTRY NO. 12808724 IN BOOK 10692 PAGE 6623, OFFICIAL RECORDS. (PARCEL 1)
SURVEY FINDINGS: AFFECTS ALL OF PARCEL 3



I, BRUCE A. WILLIAMS, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, HOLDING LICENSE NUMBER 368351 IN ACCORDANCE WITH UTAH CODE 58–22; I FURTHER CERTIFY THAT BY THE AUTHORITY OF THE OWNERS, I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH 17–23–17, HAVE VERIFIED ALL MEASUREMENTS, AND WILL PLACE MONUMENTS AS REPRESENTED ON THE PLAT.

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF SALT LAKE, STATE OF UTAH, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
BEGINNING ON THE WEST LINE OF STATE STREET, AT A POINT SOUTH 89°52'04" WEST 33.00 FEET FROM THE NORTHEAST CORNER OF LOT 12, BLOCK 16, TEN ACRE PLAT "A" BIG FIELD SURVEY, AND RUNNING THENCE SOUTH 0°00'45" EAST 115.00 FEET; THENCE SOUTH 89°51'05" WEST 313.73 FEET; THENCE NORTH 0°01'11" WEST 115.09 FEET TO THE NORTH LINE OF SAID LOT 12; THENCE NORTH 89°52'04" EAST 313.74 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

BEGINNING AT A POINT SOUTH 89°52'04" WEST 346.769 FEET FROM THE NORTHEAST CORNER OF LOT 12, BLOCK 16, TEN ACRE PLAT "A", BIG FIELD SURVEY (ASSUMING THAT SAID NE CORNER OF LOT 12 IS 33 FEET EAST OF THE WEST LINE OF STATE STREET), SAID POINT ALSO BEING SOUTH 89°52'04" WEST 313.74 FEET ALONG THE NORTH LINE OF SAID LOT 12 FROM THE WEST LINE OF STATE STREET, AND RUNNING THENCE SOUTH 0°01'11" EAST 120.066 FEET; THENCE SOUTH 89°51'42" WEST 17 FEET; THENCE NORTH 0°01'11" WEST 120.066 FEET, MORE OR LESS, TO THE NORTH LINE OF SAID LOT 12; THENCE NORTH 89°52'04" EAST 17

CONTAINS FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

PARCEL 3:

BEGINNING ON THE WEST LINE OF STATE STREET AT A POINT SOUTH 89°52'04" WEST 33.00 FEET AND SOUTH 00°00'45" EAST 115.00 FEET FROM THE NORTHEAST CORNER OF LOT 12, BLOCK 16, TEN ACRE PLAT "A" BIG FIELD SURVEY, AND RUNNING THENCE SOUTH 0°00'45" EAST 64.27 FEET; THENCE SOUTH 89°51'05" WEST 346.75 FEET; THENCE NORTH 0°01'11" WEST 59.30 FEET; THENCE NORTH 89°51'42" EAST 33.03 FEET; THENCE NORTH 0°01'11" WEST 4.98 FEET; THENCE NORTH 89°51'05" EAST 313.73 FEET TO THE POINT OF BEGINNING.

PARCEL NUMBERS: 16–31–101–005, 16–31–101–023, 16–31–101–006

OVERALL LEGAL DESCRIPTION

BEGINNING AT A POINT ON THE WEST LINE OF STATE STREET, SAID POINT BEING SOUTH 89°54'15" WEST 33.00 FEET FROM THE NORTHEAST CORNER OF LOT 12, BLOCK 16, 10 ACRE PLAT "A", BIG FIELD SURVEY, SAID POINT OF BEGINNING ALSO BEING SOUTH 00°00'45" EAST 1182.01 FEET ALONG THE STATE STREET MONUMENT LINE, AND SOUTH 89°54'15" WEST 66.00 FEET FROM A STREET MONUMENT FOUND AT THE INTERSECTION OF 3300 SOUTH AND STATE STREET, AND RUNNING THENCE S 00°00'45" EAST 179.27 FEET ALONG THE WEST LINE OF SAID STATE STREET, THENCE SOUTH 89°53'16" WEST 346.75 FEET, THENCE NORTH 00°01'03" WEST 59.30 FEET; THENCE NORTH 89°54'18" EAST 16.03 FEET; THENCE NORTH 00°01'03" WEST 120.07 FEET; THENCE NORTH 89°54'15" EAST 330.74 FEET TO THE POINT OF BEGINNING.

CONTAINS 60,256 SQUARE FEET OR 1.38 ACRES.

1. THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 4, 8, 9, 13, 14, 16, AND 18 OF TABLE A THEREOF.

2. THIS SURVEY WAS PERFORMED AT THE REQUEST OF FRED COX FOR THE PURPOSE OF PROVIDING AN ALTA/NSPS LAND TITLE SURVEY FOR THE PROPERTY SHOWN HEREON.

3. THE BASIS OF BEARING FOR THIS SURVEY IS N 00°00'45" W BETWEEN THE FOUND MONUMENTS AT 3300 SOUTH AND 3900 SOUTH WITH STATE STREET (US–89). ALL DISTANCES NOTED ARE GROUND DISTANCES. PROJECT SCALE FACTOR IS 1.0002574632

4. DEEDS AND PLATS OF RECORD HAVE BEEN ROTATED TO MATCH THE AFOREMENTIONED BASIS OF BEARING.

5. NO BENCHMARK WAS ESTABLISHED FOR THIS SURVEY.

6. THIS DRAWING, ITS DESIGN, AND INVENTION THEREOF, IS THE PROPERTY OF WILSON & COMPANY, INC., AND IS SUBMITTED TO, AND IS FOR THE EXCLUSIVE USE OF PERSONS NAMED IN NOTE #1 ABOVE. ONLY COPIES AUTHORIZED IN WRITING AND INDIVIDUALLY SIGNED AND SEALED BY THE SURVEYOR MAY BE USED AS THE OFFICIAL WORK OF THE SURVEYOR WHOSE NAME APPEARS HEREON.

7. EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS MAP, NO ATTEMPT HAS BEEN MADE AS A PART OF THES SURVEY TO OBTAIN OR SHOW DATA CONCERNING THE EXISTENCE, SIZE, DEPTH, CONDITION, CAPACITY, OR LOCATION OF ANY UTILITY OR MUNICIPAL/PUBLIC SERVICE FACILITY. FOR INFORMATION REGARDING THESE UTILITIES OR FACILITIES, CONTACT THE APPROPRIATE AGENCIES.

8. TOPOGRAPHICAL FEATURES SHOWN HEREON, (BUILDINGS, INTERIOR AND EXTERIOR FENCE LINES, UTILITIES,...ETC., IF ANY) ARE FOR REFERENCE ONLY AND ARE NOT INCLUSIVE OF ALL POSSIBLE FEATURES ON THIS SITE.

9. TO THE BEST OF MY KNOWLEDGE, THERE ARE NO PROPOSED CHANGES IN STREET RIGHTS–OF–WAY AFFECTING THE SUBJECT PROPERTY, AND, EXCEPT AS NOTED, THERE VISIBLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

10. A VISUAL INSPECTION OF THE SITE INDICATED NO EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP, OR SANITARY LANDFILL.

11. A VISUAL INSPECTION OF THE SITE INDICATED NO EVIDENCE OF EARTH MOVING, BUILDING CONSTRUCTION OR BUILDING REPAIRS.

12. A VISUAL INSPECTION OF THE SITE OBSERVED NO WETLAND DELINEATION MARKS.

NO.	REVISION-DESCRIPTION	BY	DATE	CHK'D	APP'D

SHT. NO:	1 OF 1
SCALE:	1"=20'
DWN. BY: RDS	DATE: 07/17/25
CHK. BY:	
PROJ. MGR: RDS	07/17/25
CLIENT APP:	BDW

WILSON & COMPANY
1675 Broadway Suite 200
Denver, CO 80202
Phone: 303-297-2976
Fax: 303-297-2693

ALTA/NSPS LAND TITLE SURVEY
3432 SOUTH STATE STREET
SOUTH SALT LAKE CITY, UT 84115

STATE OF UTAH

M:\Drawfile\MISC\5_PCO\25\Private\Final Cad\SSLCS\survey\25057Final Cos SSL Plat.dwg, Plotted on Jul 18, 2025 - 10:11am, By: RDSmith

LANDSCAPE NOTES

1 PROVIDE AUTOMATIC IRRIGATION SYSTEM FOR ENTIRE LANDSCAPE AREAS. PROVIDE SHOP DRAWINGS FOR CITY APPROVAL. SYSTEM MUST MEET CITY STANDARDS. CALL BLUE STAKES PRIOR TO DIGGING.

2 REMOVE WEEDS TO ROOTS AND FOREIGN MATERIALS PRIOR TO LANDSCAPE WORK. STOCKPILE TOPSOIL. AT NEW TOPSOIL LOCATIONS, PROVIDE COMPOST ADDITIVE SUCH AS "NUTRIMULCH". SEE SOIL REPORT.

3 IRRIGATION, PLANTS, SOD, TREES, ETC. SHALL HAVE A ONE YEAR REPLACEMENT GUARANTEE BY LANDSCAPE CONTRACTOR.

4 MAIN LINES 1" MIN. SCH. 40 PIPE. BRANCH LINES 3/4" MIN. PVC PIPE. RAIN BIRD 1800 SERIES NOZZLES WITH 1.6" PER HOUR. SEE NOTE 5.

5 ALL LANDSCAPE TO BE IRRIGATED WITH RAIN BIRD XERIGATION SYSTEM INCLUDING EMITTERS, MICRO SPRAYS, ETC. EXCEPT SOD THE WIDTH OF 8'-0" OR GREATER. HUNTER SYSTEM ALSO APPROVED. SEE APPROVED IRRIGATION PLAN. SPRINKLERS SHALL HAVE MATCHED PRECIPITATION RATE WITHIN EACH VALVE.

6 PROVIDE BARK AND FABRIC AT SHRUBS. ALT: PROVIDE DECORATIVE ROCK AND FABRIC AT ALL SHRUB AND TREE AREAS WHERE GROUND COVER OR SOD DOES NOT OCCUR.

7 PROVIDE 4" MULCH, TYPICAL. PROVIDE MIN. 2 TREE STAKES PER TREE. PROTECT 12 GA. WITH RUBBER HOSE. PRE-EMERGENT HERBICIDE ALSO APPLIED WHERE APPLICABLE.

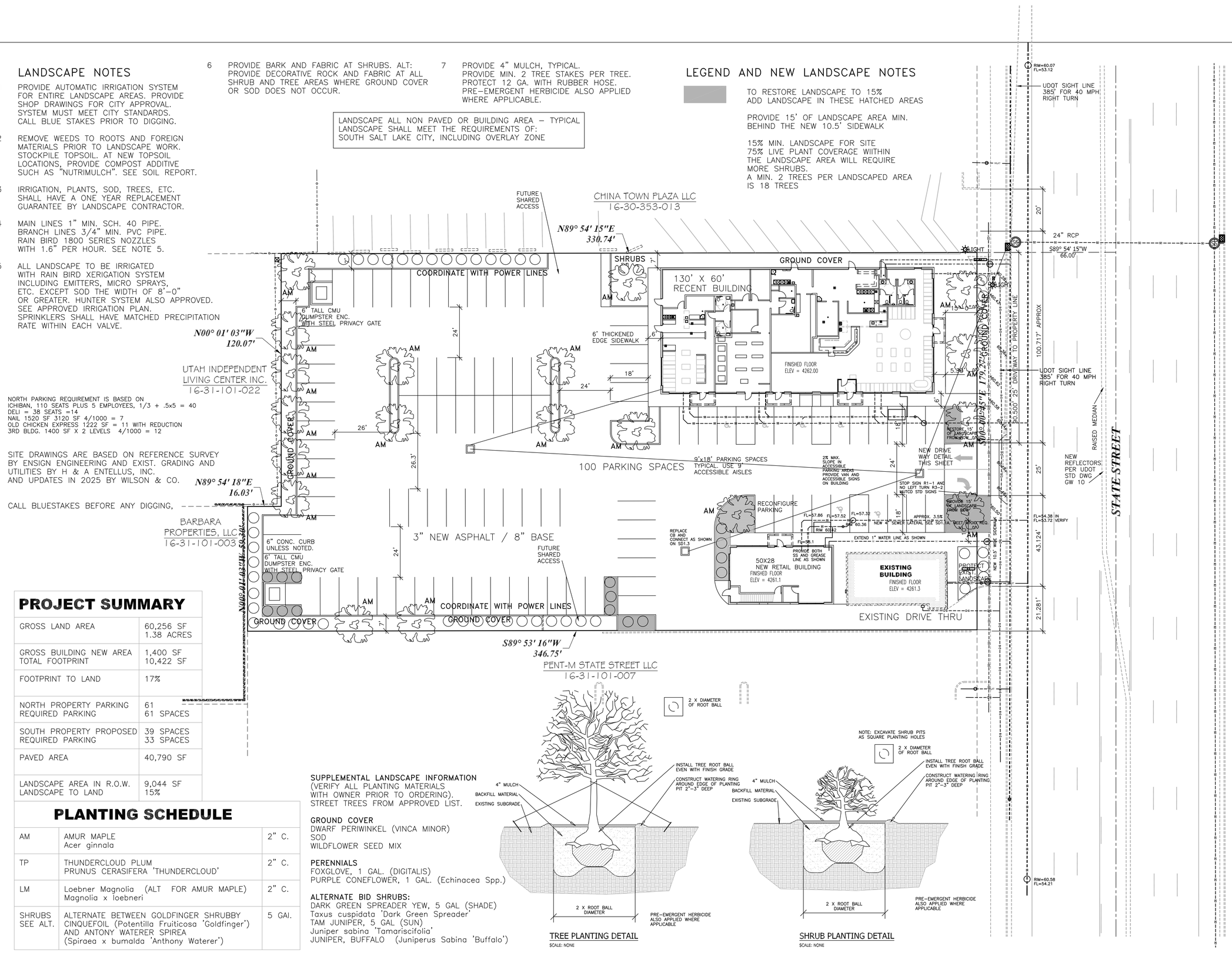
LANDSCAPE ALL NON PAVED OR BUILDING AREA – TYPICAL
LANDSCAPE SHALL MEET THE REQUIREMENTS OF:
SOUTH SALT LAKE CITY, INCLUDING OVERLAY ZONE

LEGEND AND NEW LANDSCAPE NOTES

TO RESTORE LANDSCAPE TO 15%
ADD LANDSCAPE IN THESE HATCHED AREAS

PROVIDE 15' OF LANDSCAPE AREA MIN.
BEHIND THE NEW 10.5' SIDEWALK

15% MIN. LANDSCAPE FOR SITE
75% LIVE PLANT COVERAGE WIITHIN
THE LANDSCAPE AREA WILL REQUIRE
MORE SHRUBS.
A MIN. 2 TREES PER LANDSCAPED AREA
IS 18 TREES



PROJECT SUMMARY

GROSS LAND AREA	60,256 SF 1.38 ACRES
GROSS BUILDING NEW AREA TOTAL FOOTPRINT	1,400 SF 10,422 SF
FOOTPRINT TO LAND	17%
NORTH PROPERTY PARKING REQUIRED PARKING	61 61 SPACES
SOUTH PROPERTY PROPOSED REQUIRED PARKING	39 SPACES 33 SPACES
PAVED AREA	40,790 SF
LANDSCAPE AREA IN R.O.W. LANDSCAPE TO LAND	9,044 SF 15%

PLANTING SCHEDULE

AM	AMUR MAPLE Acer ginnala	2" C.
TP	THUNDERCLOUD PLUM PRUNUS CERASIFERA 'THUNDERCLOUD'	2" C.
LM	Loebner Magnolia (ALT FOR AMUR MAPLE) Magnolia x loebneri	2" C.
SHRUBS SEE ALT.	ALTERNATE BETWEEN GOLDFINGER SHRUBBY CINQUEFOIL (Potentilla Fruiticosa 'Goldfinger') AND ANTONY WATERER SPIREA (Spiraea x bumalda 'Anthony Waterer')	5 GAI.

SUPPLEMENTAL LANDSCAPE INFORMATION
(VERIFY ALL PLANTING MATERIALS WITH OWNER PRIOR TO ORDERING).
STREET TREES FROM APPROVED LIST.

GROUND COVER
DWARF PERIWINKEL (VINCA MINOR)
SOD
WILDFLOWER SEED MIX

PERENNIALS
FOXGLOVE, 1 GAL. (DIGITALIS)
PURPLE CONEFLOWER, 1 GAL. (Echinacea Spp.)

ALTERNATE BID SHRUBS:
DARK GREEN SPREADER YEW, 5 GAL (SHADE)
Taxus cuspidata 'Dark Green Spreader'
TAM JUNIPER, 5 GAL (SUN)
Juniper sabina 'Tamariscifolia'
JUNIPER, BUFFALO (Juniperus Sabina 'Buffalo')

TREE PLANTING DETAIL
SCALE: NONE

SHRUB PLANTING DETAIL
SCALE: NONE

Fred C. Cox, Architect
4466 Early Duke St.
West Valley City,
Utah 84120-5723
Phone: 801-968-3733
Fax: 801-966-3778
Email: fcc@fredccox.com

THIS DOCUMENT IS FOR CITY APPROVAL OF THE PROJECT NOTED AND IS ALSO FOR CONSTRUCTION. ACTUAL SITE DIMENSIONS COULD VARY. USE OF THIS DOCUMENT FOR ANY OTHER PROJECT IS NOT PERMITTED.

STATE OF UTAH
FRED CORNICE COX
11-24-25
131451
LICENSED ARCHITECT

1/24/26 LANDSCAPE
12/30/25 MTOID REDLINES
12/10/25 MTOID REDLINES
4/29/25 ELIMINATE ACCESS
8/2/18 REDLINES
7/11/18 REDLINES
4/4/18 NORTH PARCEL
11/3/17 UDOT COMMENTS

NORTH

NEW RETAIL BUILDING

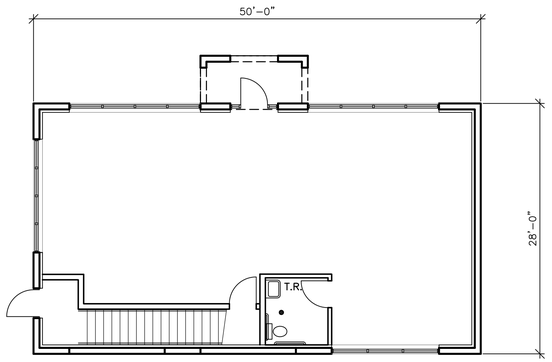
3438 S STATE STREET
SOUTH SALT LAKE, UTAH

LANDSCAPE PLAN

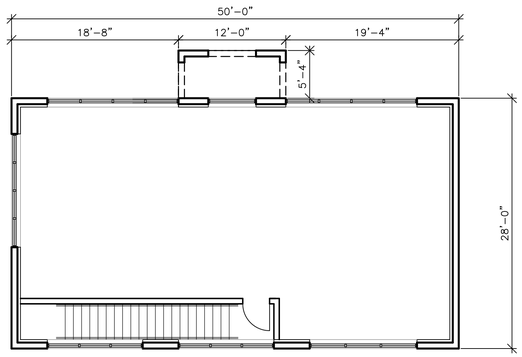
SCALE: 1" = 20'-0"

JANUARY 24, 2026
252001-SD12-A624

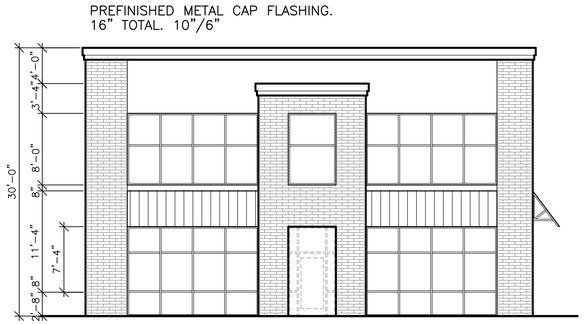
SD1.2



MAIN FLOOR PLAN



SECOND FLOOR PLAN



NORTH ELEVATION

RED BRICK
TAN EIFS
WHITE FASCIA

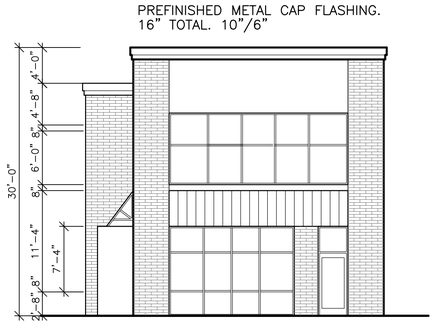
CLEAR ALUMN.
WINDOW FRAMES

BRICK RED AWNINGS

16X4 ATLAS BRICK WITH E.I.F.S. AREAS AS SHOWN.
PENETRATING SEALER FOR MASONRY.

FOOTINGS TO MEET
FROST DEPTH, TYP.

1500 SF
624 SF WINDOWS 42%
491 SF BRICK 32%, 55% NOT GLASS
207 SF EIFS 14% TOTAL
WINDOWS 100% TRANSPARENT



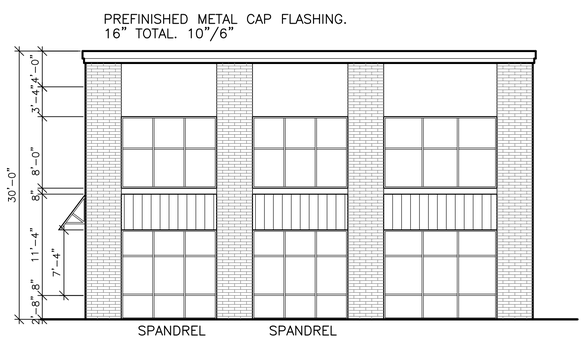
WEST ELEVATION

RED BRICK
TAN EIFS
WHITE FASCIA

CLEAR ALUMN.
WINDOW FRAMES

BRICK RED AWNINGS

840 SF
336 SF WINDOWS 40%
256 SF BRICK 30%, 51% NOT GLASS
120 SF EIFS 14% TOTAL
WINDOWS 100% TRANSPARENT



SOUTH ELEVATION

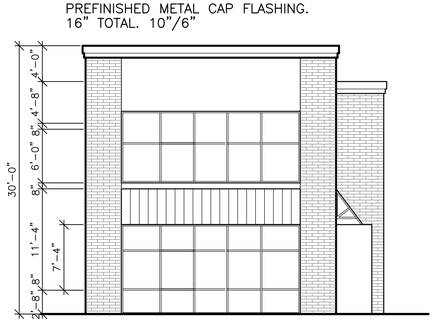
RED BRICK
TAN EIFS
WHITE FASCIA

CLEAR ALUMN.
WINDOW FRAMES

BRICK RED AWNINGS

16X4 ATLAS BRICK WITH E.I.F.S. AREAS AS SHOWN.
PENETRATING SEALER FOR MASONRY.

1500 SF
612 SF WINDOWS 41%
459 SF BRICK 31%, 52% NOT GLASS
204 SF EIFS 14% TOTAL
WINDOWS 65% TRANSPARENT



EAST ELEVATION

EAST ELEVATION IS
IMMEDIATELY BEHIND
OLD CHICKEN EXPRESS

RED BRICK
TAN EIFS
WHITE FASCIA

CLEAR ALUMN.
WINDOW FRAMES

BRICK RED AWNINGS

840 SF
360 SF WINDOWS 43%
229 SF BRICK 27%, 48% NOT GLASS
120 SF EIFS 14% TOTAL
WINDOWS NOT TRANSPARENT
PER FIRE CODE

Fred C. Cox,
Architect

4466 Early Duke St.
West Valley City,
Utah 84120-5723

Phone: 801-968-3733

Email: fcc@fredccox.com

THIS DOCUMENT IS FOR CLIENT APPROVAL OF THE PROJECT NOTED AND IS ALSO FOR CONSTRUCTION. ACTUAL SITE DIMENSIONS COULD VARY. USE OF THIS DOCUMENT FOR ANY OTHER PROJECT IS NOT PERMITTED.

12/30/25 CITY COMMENTS

NEW RETAIL BLDG

3440 S STATE ST.
SOUTH SALT LAKE, UTAH

FLOOR PLAN
ELEVATIONS

SCALE: 1/8" = 1'-0"

DECEMBER 30, 2025
252001-A11-M530

A1.1

PLANNING COMMISSION STAFF REPORT

MEETING DATE:	June 6, 2026
PROJECT NUMBER:	S26-00003
REQUEST:	An application for Preliminary Subdivision Plat approval consolidating seven parcels into a one-Lot subdivision, and vacating Lots 11-23 of the Longview Park Addition Subdivision.
ADDRESS:	3711 S State Street
PARCEL NUMBERS:	16-31-152-003, 16-31-152-011, 16-31-152-012, 16-31-152-014, 16-31-152-015, 16-31-178-001, and 16-31-178-002
PROPERTY OWNER:	SLC OPC Land LLC
APPLICANT:	SSLC OPC Venture, LLC
TYPE OF APPLICATION:	Administrative – Subdivision Plat
AUTHOR:	Spencer Cawley, Senior Planner

STAFF RECOMMENDATION:
Staff recommends the Planning Commission approve, with conditions, a preliminary Subdivision Plat for a one-Lot subdivision located at 3711 S State Street based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in this Staff Report.

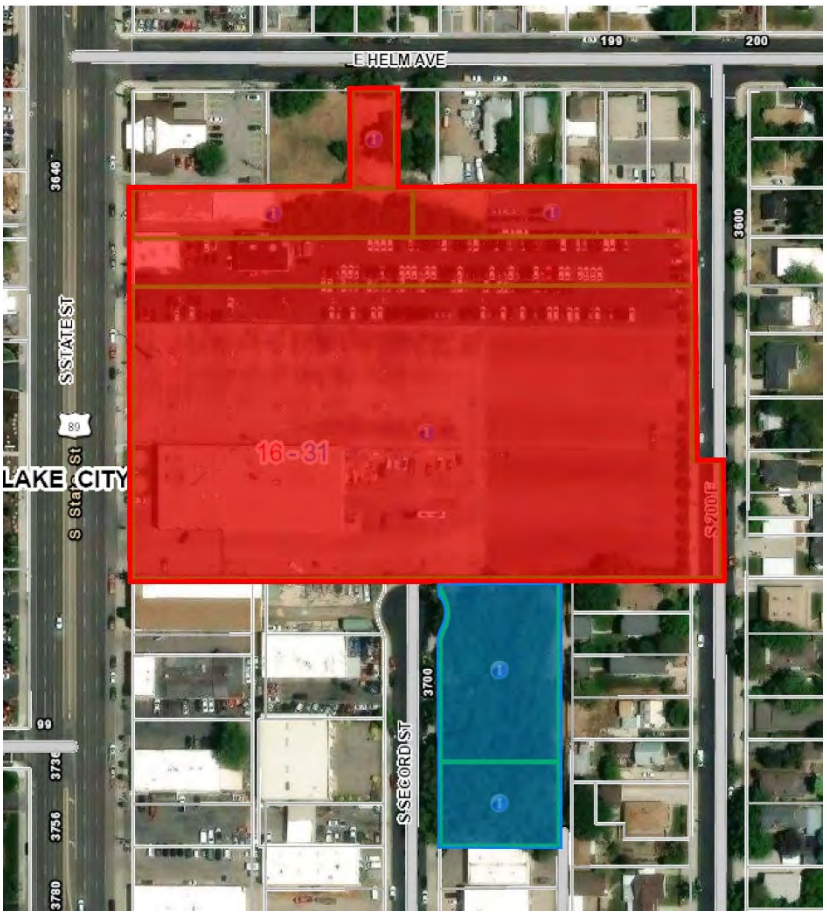
SYNOPSIS: SSLC OPC Venture, LLC, represented by Matt Connolly, petitions the Planning Commission for approval of a preliminary Subdivision Plat, creating one Lot, to construct a VA Outpatient Clinic. The site contains seven parcels, two of which contain Lots 11-23 of the Longview Park Addition Subdivision. The Planning Commission will review the proposal to consolidate the parcels into a single 8.144-acre Lot and to vacate the Lots from the Longview Park Addition Subdivision. Additionally, this Subdivision Plat will ensure that the 200 East Right-of-Way (ROW) is consistent with the existing ROW line.

The proposed outpatient clinic is a Permitted Use in the Commercial Corridor. The Subdivision Plat is the only land-use application required for the developer to entitle the project. Once the Subdivision Plat is approved and recorded, the developer will proceed to obtain the permits required to commence construction of the clinic.

REASON FOR REVIEW: The Planning Commission is the Land Use Authority on all Subdivision Plat approvals, vacations, and amendments.

EXISTING ZONING	EXISTING USE	ADJACENT LAND USES	SIZE OF PROPERTY
Commercial Corridor	Car Rental and Vacant (former RV Dealership)	Commercial, Multi-Family Residential, and Single-Family Residential	Parcel 1: 0.134 acres Parcel 2: 0.437 acres Parcel 3: 0.440 acres Parcel 4: 0.875 acres Parcel 5: 5.247 acres Parcel 6: 0.689 acres Parcel 6A: 0.322 acres **TOTAL: 8.144 acres**

BACKGROUND



The proposed Subdivision consists of seven parcels located at approximately 3711 S State Street. Five of the parcels originate from the Pioneer-era Big Field Survey (highlighted in red in the image to the right). The remaining two parcels along Secord Street are made up of Lots 11-23 of the Longview Park Addition (highlighted in blue in the image to the right).

The Longview Park Addition Subdivision was established in 1910, encompassing the Lots between State Street and 300 East, 3700 South and 3900 South.

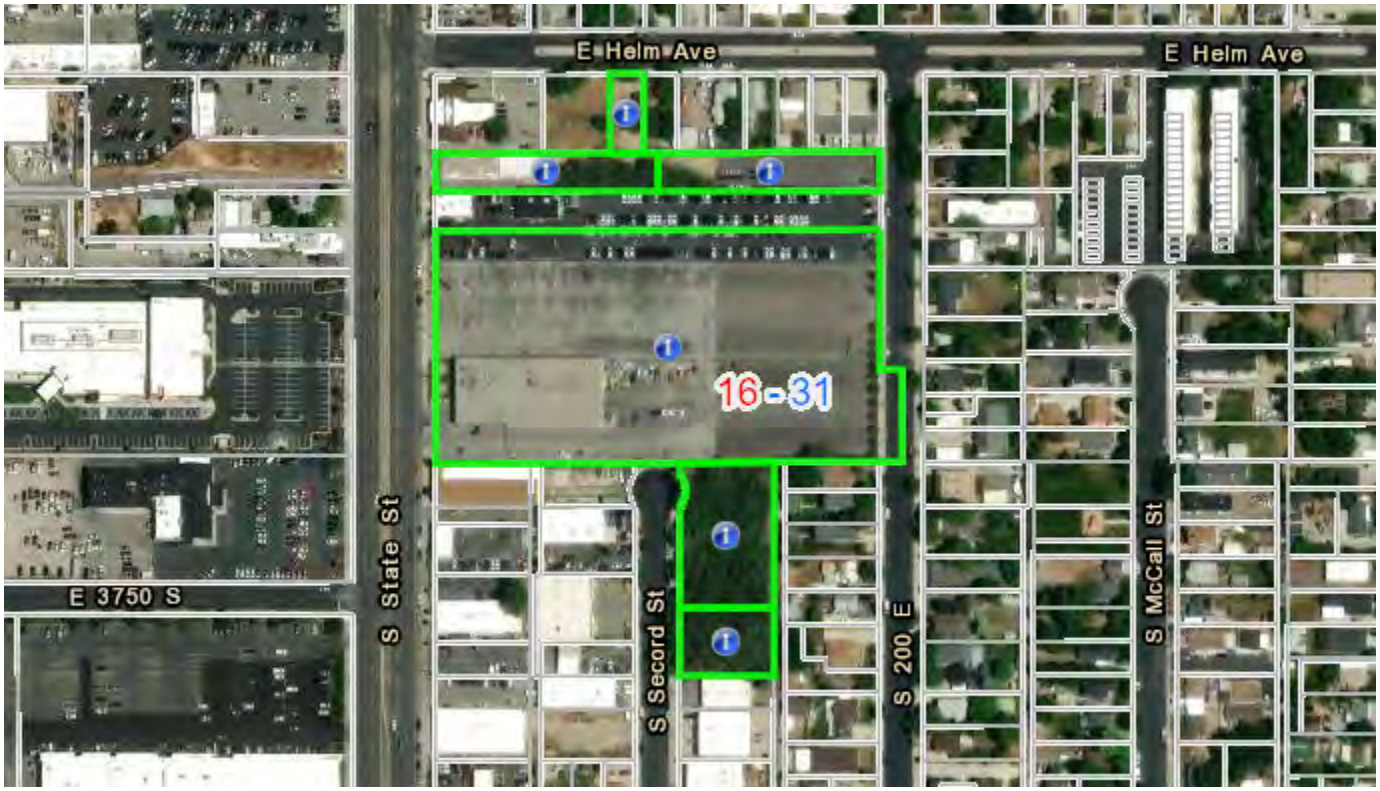
In 1998, South Salt Lake annexed this area, integrating the established commercial area into the city. The site has continuously maintained auto-related land uses since the 1970s. Historically, the property housed at least two new/used car dealerships (1977-2012) and an RV dealership (2018-2024). Currently, a portion of the property to the north is occupied by a car rental business.

The Applicant, SSLC OPC Venture, LLC, proposes to consolidate all seven parcels into a one-Lot Subdivision. This consolidation is intended to facilitate the construction of a Veterans Affairs (VA) Outpatient Clinic (image of the clinic shown below), an associated parking garage, a surface parking lot, and various site and landscaping improvements.



The following images are intended to provide additional context to the site and proposed Subdivision Plat. Technical documents, including the Preliminary Subdivision Plat, are attached as Exhibits to this staff report.

Figure 1: Existing Parcel Lines



Figures 2-6: Existing Site Conditions

The following images, taken from Google Earth, show the site's existing conditions:



Aerial view looking northeastward



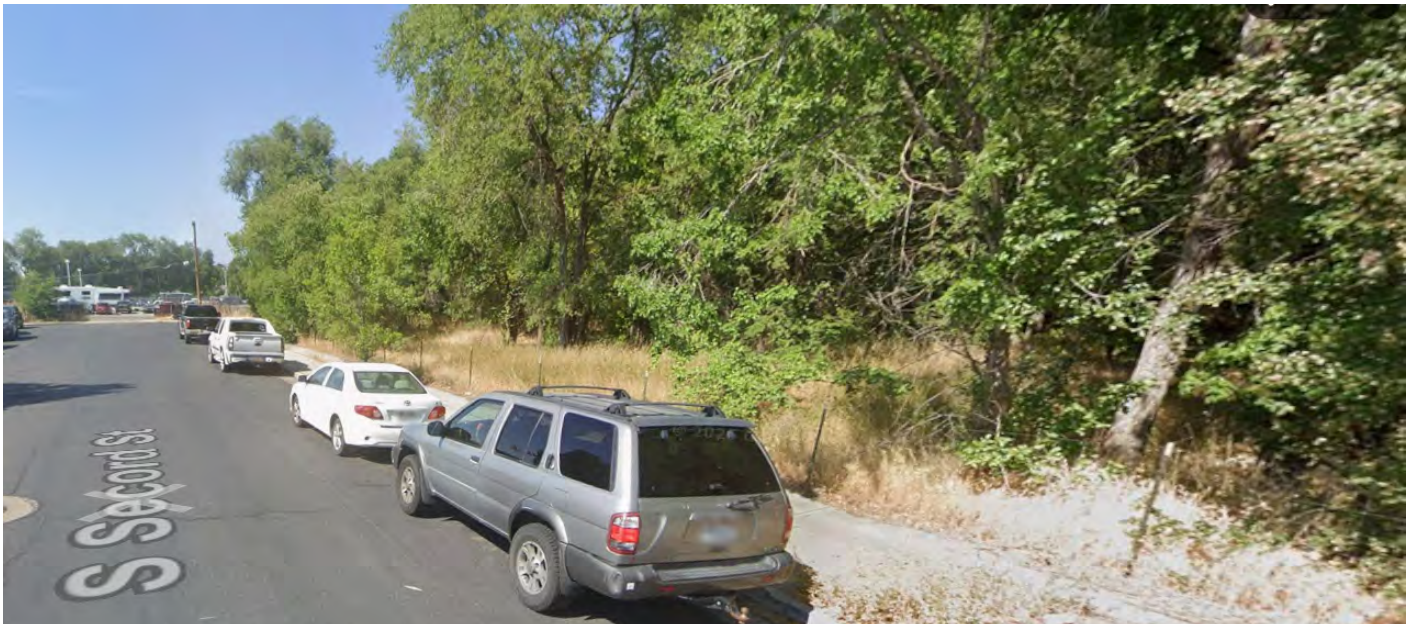
Looking east from State Street



Looking south from Helm Avenue



Looking west from 200 East



Looking north from Secord Street

PLANNING COMMISSION AUTHORITY

§ 17.11.030 Land use authority designations.

Pursuant to state law, the following administrative land use authority designations are made:

A. Planning Commission. The planning commission is the land use authority on issues of: **Subdivision and Subdivision Plat approval, vacating, altering or amending a Subdivision Plat**; Conditional Use Permit Applications; design review for Building Heights as established in this Title; design review for projects on Parcels where any portion of the Parcel abuts any residential district; and the issuance of a Building or demolition permit in a Historic and Landmark District.

GENERAL PLAN CONSIDERATIONS

Land Use & Neighborhoods Goal 3.
Enhance urban and streetscape design in the city to support South Salt Lake's distinct image and enhance community pride.

Analysis: The proposed Development will improve the streetscape along State Street, 200 East, and Secord Street.

ANALYSIS

(I) The one-Lot Subdivision, as conditioned, complies with the Commercial Corridor Zoning District requirements outlined in § 17.03.050 of the Land Use and Development Ordinance.

An outpatient clinic (medical office) is a Permitted Use in the Commercial Corridor (CC) Zoning District. The following table outlines the requirements of the CC District and the proposed Subdivision's compliance with these standards.

ORDINANCE STANDARDS	FINDINGS
The minimum area for a new non-residential Lot is one acre.	**Complies**. The new Subdivision will create one Lot containing 8.144 acres.
The maximum Height for any Structure is dependent upon the Building Form found in Chapter 17.07.	**Complies.** The proposed clinic is consistent with the Large Format Commercial Building Form and contains 112,595 square feet. Per § 17.07.110, the minimum Height is 26 feet, and the maximum Height is 36 feet. The proposed height for the outpatient clinic is approximately 34 feet. The Applicant's design proposes adding a parapet roof to screen rooftop mechanical equipment.
Required Setbacks/Build-to Standard.	**CONDITION OF APPROVAL.** The required Setbacks for the CC District are:

	• Front – 10 feet • Side – 0 feet • Rear – 0 feet The required Build-to Standard for the CC District is 10 – 25 feet. The frontage for the Development is based off the street address, which is State Street. The proposed Subdivision allows for the Development to meet these standards. However, the Applicant shall ensure that the plans submitted to Community Development for a Building Permit meet the required Setbacks and Build-to Standard for the CC District.

(II) The proposal complies with the parking ratio requirements found in § 17.06.160.

Medical Offices require four off-street parking spaces for every 1,000 square feet of floor area. According to the application, the proposed outpatient clinic will have 112,595 square feet of floor area, which requires 451 off-street parking spaces. The Applicant proposes 600 off-street parking spaces across the parking garage (362 spaces) and the surface parking lot (238 spaces). The proposed number of parking spaces will accommodate the VA's parking requirements, which are more restrictive than Title 17, and include 350 patient/visitor spaces and 250 staff spaces.

Additionally, the Applicant proposes to provide 26 bicycle parking spaces. The code requires one bicycle parking space for every 25 parking spaces. Therefore, the Applicant is providing two more bicycle parking spaces than required by code.

(III) The proposed Subdivision Plat, as conditioned, complies with the requirements of Chapter 17.10, *Subdivision and Platting,* of the Land Use and Development Ordinance.

Pursuant to the City's *Land Use and Development Code*, the purpose of the Subdivision application and review process is to ensure the efficient, orderly growth, and beneficial Development of the city while protecting the public's health, safety, and general welfare. This review process provides a standardized procedure for Platting and consolidating land to ensure that the resulting Subdivision has proper legal descriptions, adequate infrastructure and utility capacity, and aligns with the city's General Plan.

Prior to the Planning Commission's review of a Preliminary Subdivision Plat, Staff from the Engineering, Fire, and Community Development departments, along with Salt Lake County, review the Subdivision Plat for compliance with the Subdivision and Platting requirements found in Chapter 17.10. After an initial round of internal review, the Applicant is provided an opportunity to respond to these comments and make corrections.

The following list outlines each section of the code and any corrections needed to issue Final Plat. The Applicant shall continue to make all technical corrections prior to issuance of Final Plat approval.

1. **§ 17.10.120 – Requirements for Improvements & Design.**

- The petition complies.

2. **§ 17.10.140 – Subdivision Development Lot Standards.**
    - The Applicant shall ensure that driveways are designed and arranged to avoid vehicles backing onto surrounding Streets. See **Analysis Section IV** for further information.

3. **§ 17.10.160 – Drainage, Storm Sewers, and Stormwater Facilities.**
    - Approval of the Subdivision is contingent upon Compliance with the City Engineer's review for this standard.

4. **§ 17.10.170 – Water Facilities**
    - The final civil plans for the project shall show the location of all fire hydrants and all water and storage supply improvements.

5. **§ 17.10.180 – Sewer Facilities**
    - The Applicant shall install sanitary sewer facilities as required by Mt. Olympus Improvement District.
    - The Applicant shall ensure sanitary sewer facilities connect with the public sanitary sewer at sizes required by Mt. Olympus Improvement District.

6. **§ 17.10.190 – Utilities**
    - All utilities shall be located underground.

7. **§ 17.10.200 – Sidewalks, Trails, and Bike Paths**
    - The proposed Subdivision complies with the Standard Road Profiles for State Street, Helm Avenue, 200 East, and Secord Street. A discrepancy with the 200 East ROW and the Salt Lake County Assessor's Map will be resolved when the Subdivision Plat is recorded. The Applicant has dedicated 4,535 square feet of 200 East to South Salt Lake.

(IV) Traffic and Circulation Impact Study

Due to the site's proximity to the Residential (R-1) District, Staff requested that the Applicant conduct a Traffic Impact Study to mitigate the impacts of vehicles on the surrounding residential streets. The study was prepared by Lokahi, LLC, and is attached as Exhibit D.

The analysis shows that after buildout in 2028, the outpatient clinic is projected to generate 2,415 daily weekday trips. Based on the analysis of trips generated at the site today, this is an increase of 1,653 daily trips.

To further mitigate traffic impacts on the surrounding neighborhood, the study recommends that the Applicant configure the site access points to accommodate increased daily traffic. Staff supports these recommendations and has included them as a Condition of Approval.

The recommendations include:

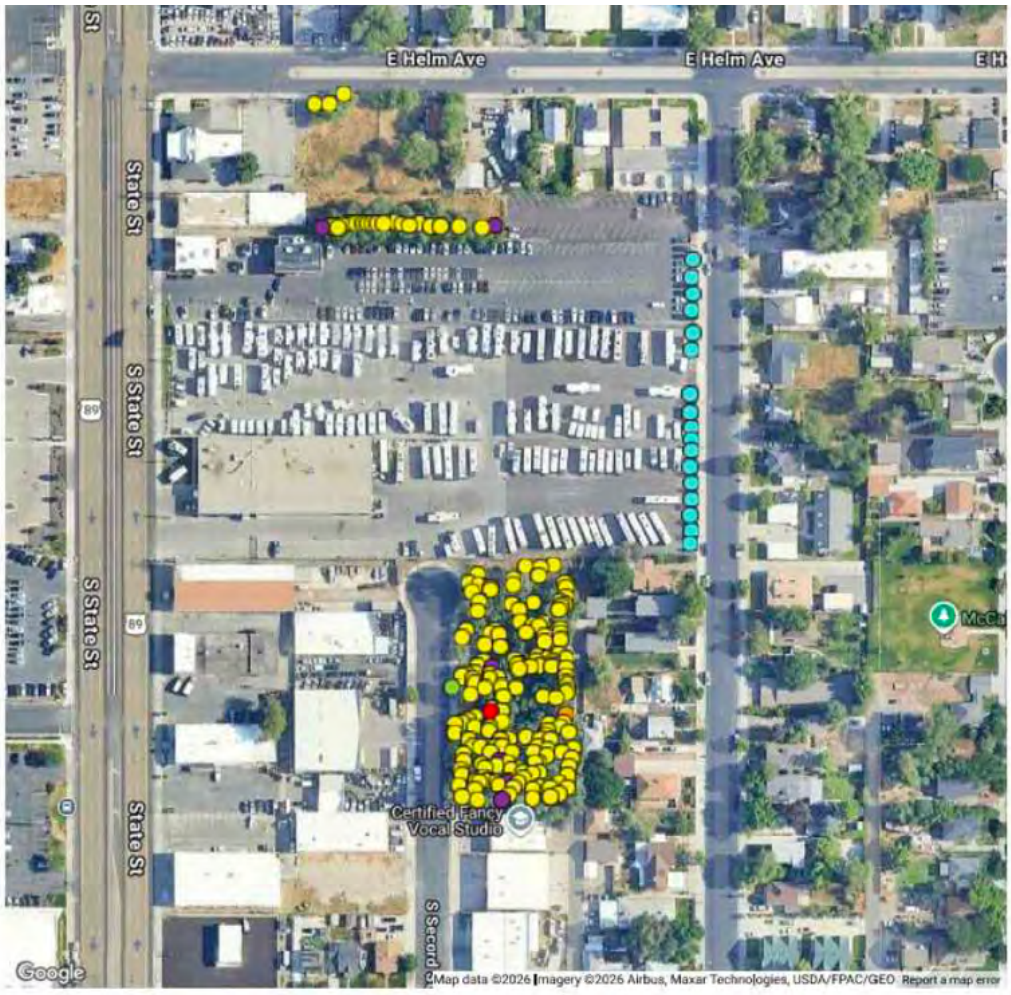
1. Construct a right-in/right-out driveway along State Street, approximately 335 feet south of Helm Avenue (centerline to centerline). The outbound approach must include a standard stop sign layout to slow vehicles turning right (north) onto State Street.

2. Construct a right-in/right-out driveway along Helm Avenue, approximately 335 feet east of State Street (centerline to centerline). The outbound approach must include a standard stop sign layout to slow vehicles turning right (east) onto Helm Avenue.
3. Construct a full-access driveway along Secord Street, to the satisfaction of the Fire Marshal, and include a standard stop sign for outbound vehicles.
4. Construct a full-access driveway along 200 East. The exit approach must include a standard stop sign.

Because State Street is a under the jurisdiction of the Utah Department of Transportation (UDOT), the final design, encroachment, and access are subject to their review and approval. The Applicant is required to coordinate directly with UDOT to secure the necessary approvals and permits. Staff has included this requirement as a Condition of Approval to ensure compliance with UDOT standards before issuance of a building permit.

(V) The proposal, as conditioned, complies with the landscape standards in § 17.06.300.

As part of the Subdivision application, the Applicant provided a landscape plan for Staff review. While the final form of the landscape plan is approved through the building permit process, Planning staff has worked with the Applicant to mitigate loss of significant vegetation. Specifically, the site contains groves of trees and shrubs toward the north and south ends of the Development area, as well as trees along the eastern property line, as shown in the image below. For a more detailed view, please see Exhibit E.



§ 17.06.300(D)(2)(b)(v) requires the following:

Existing trees that are non-invasive and not noxious and that are preserved and incorporated into the Landscape Plan shall be credited toward the minimum number of trees required by this Chapter. Trees must be in healthy condition and free of injury to receive this credit. Any credited tree that is not preserved or is significantly damaged during construction shall be removed and replaced with four (4) trees, each with a minimum caliper of four (4) inches. Tree replacement shall conform to the tree and shrub requirements.

To evaluate the Development's alignment with this preservation standard, a comprehensive assessment of the on-site vegetation was conducted. Because the Development will impact the trees, the Applicant provided an inventory of each tree on the property and found the following:

- Total trees inventoried: 428
- Invasive/Noxious trees: 401
- Non-invasive trees: 27

The non-invasive trees include Box Elder, Honey Locust, Callery Pear, Crabapple, and Northern Catalpa. The invasive species, as identified by the state, include Siberian Elm. The applicant proposes to replace the 27 non-invasive species with 118 trees throughout the development, which includes Bigtooth Maple, Common Hackberry, Shademaster Honey Locust, White Oak, Woodward Columnar Juniper, Colorado Spruce, and Amur Maple.

While the proposed replacement of 118 trees meets the requirements for replacement of non-invasive species, the final landscape plan shall meet all requirements of this section and all commercial buffering requirements prior to issuance of a building permit.

(VI) There is good cause to vacate Lots 11-23 of the Longview Park Addition Subdivision.

Pursuant to Utah Code § 10-20-812, the land use authority may approve the vacation or amendment of a plat . . . if the land use authority finds that:

a. There is good cause for the vacation or amendment; and
b. No public street or municipal utility or easement has been vacated or amended.

Staff finds good cause to vacate Lots 11-23 of the Longview Park Addition Subdivision because doing so will allow the Development of the site to support the health and well-being of a vulnerable population in and around South Salt Lake. The proposed Subdivision aligns with the goals of the General Plan, utilizes best planning practices, and protects the health, safety, and welfare of the community. Furthermore, the vacation does not vacate or amend any public street, municipal utility, or easement.

PUBLIC NOTICE

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on May 22, 2026. Staff mailed courtesy notices to property owners within 600 feet of the property on May 22, 2026. Staff did not receive any public input at the time this report was published.

STAFF RECOMMENDATION

Based upon the information submitted in the application, supporting documentation, and analysis of the relevant code sections and general plan goals, Staff recommends the Planning Commission move to approve with conditions, a preliminary Subdivision Plat for a one-Lot Subdivision located at 3711 S State Street based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in this Staff Report.

FINDINGS OF FACT:

1. The property is located at 3711 South State Street in the Commercial Corridor District.

2. The parcel numbers are: 16-31-152-003, 16-31-152-011, 16-31-152-012, 16-31-152-014, 16-31-152-015, 16-31-178-001, and 16-31-178-002.

3. The parcels contain 8.144 acres.

4. The property is currently vacant, with the exception of a parcel to the north, which is used for a car rental business.

5. The purpose of the proposed Subdivision is to consolidate seven parcels into one Lot to construct a VA Outpatient Clinic, an associated parking garage, a surface parking lot, and various site and landscaping improvements.

6. The proposal will also vacate Lots 11-23 of the Longview Park Addition Subdivision.

7. The proposed VA Outpatient Clinic (medical office) is a Permitted Use in the Commercial Corridor.

8. The proposed clinic is consistent with the Large Format Commercial Building Form and will contain 112,595 square feet.

9. Staff reviewed this Subdivision Application for compliance with the Commercial Corridor District requirements.

10. The Applicant proposes providing 600 off-street parking spaces and 26 bicycle parking spaces for patients and employees of the outpatient clinic. South Salt Lake Municipal Code requires 451 off-street parking spaces and 24 bicycle parking spaces.

11. The proposed development will remove 428 trees of which 401 are invasive or noxious species. The remaining 27 trees will be replaced with 118 trees, ten more than required by code.

12. Staff reviewed this Subdivision Application for compliance with the requirements of Chapter 17.10, Subdivision and Platting, of the Land Use and Development Ordinance, and finds that the application is compliant, as conditioned below.

13. The Subdivision will comply with all requirements of the South Salt Lake Municipal Code.

CONCLUSIONS OF LAW:

1. The proposed Subdivision, as specifically conditioned below, is consistent with the South Salt Lake General Plan.

2. The proposed Subdivision, as specifically conditioned below, is compatible in Use, scale, and design with the Commercial Corridor District.

3. There is good cause for the Subdivision Plat, and no public street or easement is vacated.

4. The proposal, as specifically conditioned below, does not impose disproportionate burdens on the citizens of South Salt Lake.

CONDITIONS OF APPROVAL:

1. The Applicant shall continue working with city staff to make all necessary technical corrections to the Plat before issuing Final Plat approval.

2. Prior to Plat recordation and any additional Development, the Applicant shall provide city staff the final Mylar with notarized signatures or owner's consent to dedication and obtain signatures of all entities indicated on the Subdivision Plat attached hereto.

3. The Applicant shall ensure that the plans submitted to Community Development for a Building Permit meet the required Setbacks and Build-to Standard for the Commercial Corridor District.

4. Approval of the Subdivision is contingent upon compliance with the City Engineer's review of drainage, storm sewers, and stormwater facilities.

5. The final civil plans for the project shall show the location of all fire hydrants and all water and storage supply improvements.

6. The Applicant shall install sanitary sewer facilities as required by Mt. Olympus Improvement District.

7. The Applicant shall ensure sanitary sewer facilities connect with the public sanitary sewer at sizes required by Mt. Olympus Improvement District.

8. All utilities shall be underground.

9. The Applicant shall design and develop each site access point and driveway to accommodate increased daily traffic as recommended by the Traffic Impact Study and as outlined in the Staff Report.

10. Prior to issuance of a building permit or any work occurring within the State Street ROW, the Applicant shall submit to Community Development the necessary UDOT approvals for the improvements along State Street.

11. The final landscape plan shall meet all requirements of § 17.06.300 and all commercial buffering requirements prior to issuance of a building permit.

12. The Applicant shall complete (or post an adequate improvement completion assurance), warrant, and post required warranty assurance for all public infrastructure improvements, including streetlights.

13. The Applicant shall ensure that all site improvements are installed consistent with the requirements of the South Salt Lake Municipal Code.

14. The proposed Development shall meet all requirements of the South Salt Lake Community Development Department, South Salt Lake Fire Marshal, the South Salt Lake Building Official, and the South Salt Lake Engineering Department.

15. The Applicant shall comply with all applicable International Building Codes and International Fire Codes and must obtain a South Salt Lake Building Permit prior to commencing construction.

16. The Applicant shall record the Plat with the Salt Lake County Recorder's Office prior to issuance of a Building Permit. Otherwise, the Applicant shall record the Plat within two years of receiving Final Plat approval.

17. All items of the Staff Report.

PLANNING COMMISSION OPTIONS

Option 1: Approval
Move to approve the application by SSLC OPC Venture, LLC for a Preliminary Subdivision Plat for a one-Lot Subdivision located at 3711 South State Street based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Staff Report and enumerated on the record.

Option 2: Denial
Move to deny the application by SSLC OPC Venture, LLC for a Preliminary Subdivision Plat for a one-Lot Subdivision located at 3711 South State Street based on the Findings of Fact and Conclusions of Law and enumerated on the record.

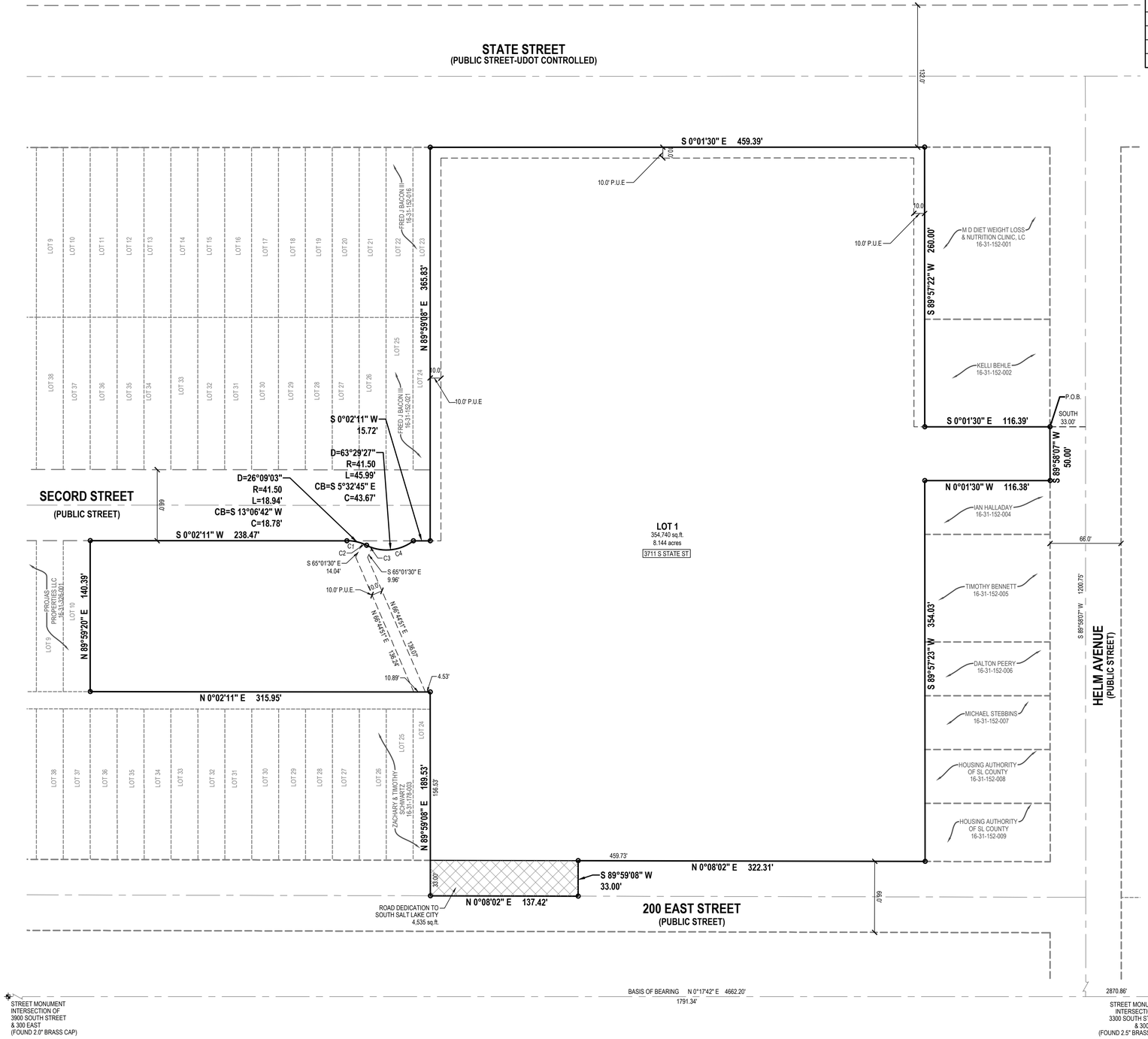
Option 3: Continuance
Move to table the application by SSLC OPC Venture, LLC for a Preliminary Subdivision Plat for a one-Lot Subdivision located at 3711 South State Street to a date certain to allow the Applicant and Staff time to respond to specific inquiries or concerns raised by the Planning Commission, or to allow the Planning Commission more time to consider the proposal.

EXHIBITS

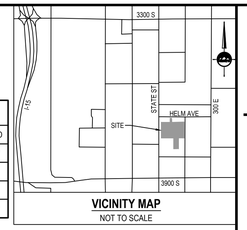
A. Proposed Subdivision Plat
B. Proposed Site Plan
C. ALTA Survey
D. Traffic Impact Study
E. Proposed Landscape Plan

VA SLC SUBDIVISION

VACATING LOTS 11-23, BLOCK 5, LONGVIEW PARK ADDITION
LOCATED IN THE NORTHWEST QUARTER OF SECTION 31,
TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN
SOUTH SALT LAKE CITY, SALT LAKE COUNTY, UTAH



CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	41.50'	14.52'	20°03'00"	S10°03'41"W	14.45'
C2	41.50'	4.42'	6°06'02"	S23°08'12"W	4.42'
C3	41.63'	5.60'	7°42'03"	N22°20'12"E	5.59'	
C4	41.48'	40.39'	55°47'23"	N9°24'32"W	38.82'



VICINITY MAP
NOT TO SCALE

LEGEND

- EXISTING STREET MONUMENT
- SECTION CORNER
- ENSIGN ENG. LAND SURV.
- SET 5/8" REBAR, 24" LONG AND CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS. OFFSET PINS TO BE PLACE IN THE BACK OF CURB WHERE APPLICABLE, IN LIEU OF REBAR AND CAP AT FRONT CORNERS.
- BOUNDARY LINE
- SECTION LINE
- CENTER LINE
- EASEMENT LINE
- ADJOINING BOUNDARY LINE
- RECORD LOT LINE
- ROAD DEDICATION AREA

EASEMENT INFORMATION

13. The subdivision plat of Longview Park Addition, recorded May 16, 1910 as Entry No. 265367 in Book F of Plats at Page 51 of Official Records. (Blanket in nature)
14. Terms and conditions of that certain Agreement, recorded June 24, 1936 as Entry No. 788717 in Book 167 at Page 118 of Official Records. (Blanket in nature)
15. Terms and conditions of that certain Agreement, recorded June 24, 1936 as Entry No. 788720 in Book 167 at Page 119 of Official Records. (Blanket in nature)
25. Access is limited to those openings permitted by UDOT and/or South Salt Lake City for ingress to and egress from State Street. (Blanket in nature)
26. Subject to the right of others, including, but not limited to, utility companies, for any portion lying within the bounds of 200 East Street. (Blanket in nature)

ENBRIDGE GAS UTAH - NOTE
Questar Gas Company, dba Enbridge Gas Utah ("Enbridge"), approves this plat solely to confirm that the plat contains public utility easements. This approval does not (a) affect any right Enbridge has under Title 54, Chapter 8a, a recorded easement or right-of-way, prescriptive rights, or any provision of law; (b) constitute acceptance of any terms contained in any portion of the plat; and (c) guarantee any terms or waive Enbridge's right to require additional easements for gas service.

QUESTAR GAS COMPANY
dba ENBRIDGE GAS UTAH'

Approved this _____day of _____, 20____

BY-_____

Title - _____

ROCKY MOUNTAIN POWER NOTES:
1. Pursuant to Utah Code Ann. § 54-3-27 this plat conveys to the owner(s) or operators of utility facilities a public utility easement along with all the rights and duties described therein.
2. Pursuant to Utah Code Ann. § 10-20-803 and § 17-79-703 Rocky Mountain Power accepts delivery of the PUE as described in this plat and approves this plat solely for the purpose of confirming that the plat contains public utility easements and approximates the location of the public utility easements but does not warrant their precise location. Rocky Mountain Power may require other easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under:
   (1) a recorded easement or right-of way
   (2) the law applicable to prescriptive rights
   (3) Title 54, Chapter 8a, Damage to Underground Utility Facilities or
   (4) any other provision of law.

ROCKY MOUNTAIN POWER

Approved this _____day of _____, 20____

BY-_____

Title - _____

NORTH

HORIZONTAL GRAPHIC SCALE

50 0 25 50 100
(IN FEET)
HORZ: 1 inch = 50 ft.

DEVELOPER
LEGACY SALT LAKE CITY OPC, LLC
100 N. CITY PARKWAY, SUITE 1520
LAS VEGAS, NV, 89106
PHONE: 404.825.0534

SHEET 1 OF 1

PROJECT NUMBER : 12030B
MANAGER : PMH
DRAWN BY : KFW
CHECKED BY : PMH
DATE : 2026-05-06

SURVEYOR'S CERTIFICATE

I, **PATRICK M. HARRIS**, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. **286882** in accordance with Title 58, Chapter 22, of the Professional Engineers and Land Surveyor's Act; I further certify that by authority of the Owners, I have completed a survey of the property described on this subdivision plat in accordance with Section 17-23-17 and have verified all measurements; that the reference monuments shown on this plat are located as indicated and are sufficient to accurately establish the lateral boundaries of the herein described tract of real property; and has been drawn correctly to the designated scale and is a true and correct representation of the herein described lands included in said subdivision, based upon data compiled from records of the county recorders office. I further certify that all lots meet frontage width and area requirements of the applicable zoning ordinances.

BOUNDARY DESCRIPTION

A parcel of land situate in the Northwest Quarter of Section 31, Township 1 South, Range 1 East, Salt Lake Base and Meridian, being more particularly described as follows:

Beginning at a point on the South line of Helm Avenue, said point being North 0°17'42" East 1791.34 feet along the centerline of 300 East Street and South 89°58'07" West 1200.75 feet along the centerline of Helm Avenue and South 33.00 feet from the street monument located at the intersection of 3900 South Street and 300 East Street; and running

thence South 0°01'30" East 116.39 feet;
thence South 89°57'22" West 260.00 feet to the East line of State Street;
thence South 0°01'30" East 459.39 feet along said East line of State Street;
thence North 89°59'08" East 365.83 feet;
thence along the East line of Secord Street the following four (4) courses:
(1) South 0°02'11" West 15.72 feet;
(2) Southerly 45.99 feet along the arc of a 41.50 foot radius curve to the right (center bears South 52°42'31" West and the chord bears South 05°32'45" East 43.67 feet with a central angle of 63°29'27");
(3) Southerly 18.94 feet along the arc of a 41.50 foot radius curve to the left (center bears South 63°48'47" East and the chord bears South 13°06'42" West 18.78 feet with a central angle of 26°09'03");
(4) South 0°02'11" West 238.47 feet;
thence North 89°59'20" East 140.39 feet;
thence North 0°02'11" East 315.95 feet;
thence North 89°59'08" East 189.53 feet to the centerline of 200 East Street;
thence North 0°08'02" East 137.42 feet;
thence South 89°59'08" West 33.00 feet to the West line of 200 East Street;
thence North 0°08'02" East 322.31 feet along said West line of 200 East Street;
thence South 89°57'23" West 354.03 feet;
thence North 0°01'30" West 116.38 feet to the South line of Helm Avenue;
thence South 89°58'07" West 50.00 feet along said South line of Helm Avenue to the point of beginning.

Contains 359,275 Square Feet or 8.249 Acres, and 1 Lot

Parcel Nos. 16-31-152-003, 16-31-152-011, 16-31-152-012, 16-31-152-014, 16-31-152-015, 16-31-178-001, 16-31-178-002

PROFESSIONAL LAND SURVEYOR
5/6/26
No. 286882
PATRICK M. HARRIS
STATE OF UTAH

5/6/26
DATE

PATRICK M. HARRIS
P.L.S. 286882

STORMWATER LANGUAGE

Owner hereby conveys to South Salt Lake City and its agents a non-exclusive perpetual easement over, on and in [Lot Number] for the purpose of access to the private stormwater management system(s) for the management, inspection, maintenance and repair thereof.

OWNER'S DEDICATION

Know all men by these presents that the undersigned owner(s) T & S WATKINS FAMILY, LLC, of the above described tract of land, having caused same to be subdivided, hereafter known as the

VA SLC SUBDIVISION

does hereby certify to have caused this plat to be prepared and does hereby dedicate for the perpetual use of the public all public roads and other areas shown on this plat as intended for public use. The undersigned owner(s) also hereby conveys to any and all public utility companies a perpetual, non-exclusive easement over the public utility easements shown on this plat, the same to be used for the installation, maintenance, and operation of utility lines and facilities. The undersigned owner(s) also hereby conveys any other easements as shown on this plat to the parties indicated and for the purposes shown hereon.
In witness whereof I / we have hereunto set our hand (s) this_____day of_____A.D., 20_____.

SLC OPC LAND, LLC

_____.

By: Bradley J. Sher
Its: Manager

LIMITED LIABILITY COMPANY ACKNOWLEDGMENT

STATE OF UTAH)
County of Salt Lake)S.S.

On the _____ day of _____ A.D., 20_____, personally appeared before me _____, the signer of the foregoing instrument, who duly acknowledged to me that he/she is a _____ of _____, a Utah limited liability company, and is authorized to execute the foregoing Agreement in its behalf and that he/she executed it in such capacity.

MY COMMISSION EXPIRES:_____,

_____ RESIDING IN_____ COUNTY.
NOTARY PUBLIC

JORDAN VALLEY WATER CONSERVANCY DISTRICT

APPROVED THIS ____ DAY OF _____, 20___,
BY THE JORDAN VALLEY WATER CONSERVANCY DISTRICT.

_____
JORDAN VALLEY WATER CONSERVANCY DISTRICT DIRECTOR

OLYMPUS SANITARY SEWER DISTRICT

APPROVED THIS ____ DAY OF _____, 20___,
BY THE OLYMPUS SANITARY SEWER DISTRICT.

_____
OLYMPUS SANITARY SEWER DISTRICT

VA SLC SUBDIVISION

VACATING LOTS 11-23, BLOCK 5, LONGVIEW PARK ADDITION
LOCATED IN THE NORTHWEST QUARTER OF SECTION 31,
TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN
SOUTH SALT LAKE CITY, SALT LAKE COUNTY, UTAH

ENSIGN
THE STANDARD IN ENGINEERING

SANDY
45 W 10000 S, Suite 500
Sandy, UT 84070
Phone: 801.255.0529
WWW.ENSIGNENG.COM

LAYTON Phone: 801.547.1100
TOOELE Phone: 435.843.3590
CEDAR CITY Phone: 435.865.1453
RICHFIELD Phone: 435.896.2983

SALT LAKE COUNTY HEALTH DEPARTMENT

APPROVED THIS_____ DAY OF _____,
20_____, BY SALT LAKE COUNTY HEALTH DEPARTMENT.

_____
SALT LAKE COUNTY HEALTH DEPT.

PLANNING COMMISSION

APPROVED AS TO FORM THIS _____ DAY OF _____,
20_____, BY PLANNING COMMISSION.

_____
PLANNING COMMISSION APPROVAL

SOUTH SALT LAKE CITY COMMUNITY DEVELOPMENT

APPROVED AS TO FORM THIS _____ DAY OF _____,
20_____, BY SOUTH SALT LAKE CITY COMMUNITY DEVELOPMENT.

_____
COMMUNITY DEVELOPMENT DIRECTOR

SOUTH SALT LAKE FIRE MARSHAL

APPROVED AS TO FORM THIS _____ DAY OF _____,
20_____, BY THE SOUTH SALT LAKE FIRE MARSHAL.

_____
SOUTH SALT LAKE FIRE MARSHAL

CITY ENGINEER DIVISION

APPROVED AS TO FORM THIS _____ DAY OF _____,
20_____, BY SOUTH SALT LAKE CITY ENGINEER.

_____
SOUTH SALT LAKE CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____ DAY OF _____,
20_____, BY THE SOUTH SALT LAKE CITY ATTORNEY.

_____
SOUTH SALT LAKE CITY ATTORNEY

SOUTH SALT LAKE CITY APPROVAL

APPROVED AS TO FORM THIS _____ DAY OF _____, 20____,
BY SOUTH SALT LAKE CITY.

_____ _____
ATTEST: CITY RECORDER SOUTH SALT LAKE CITY MAYOR

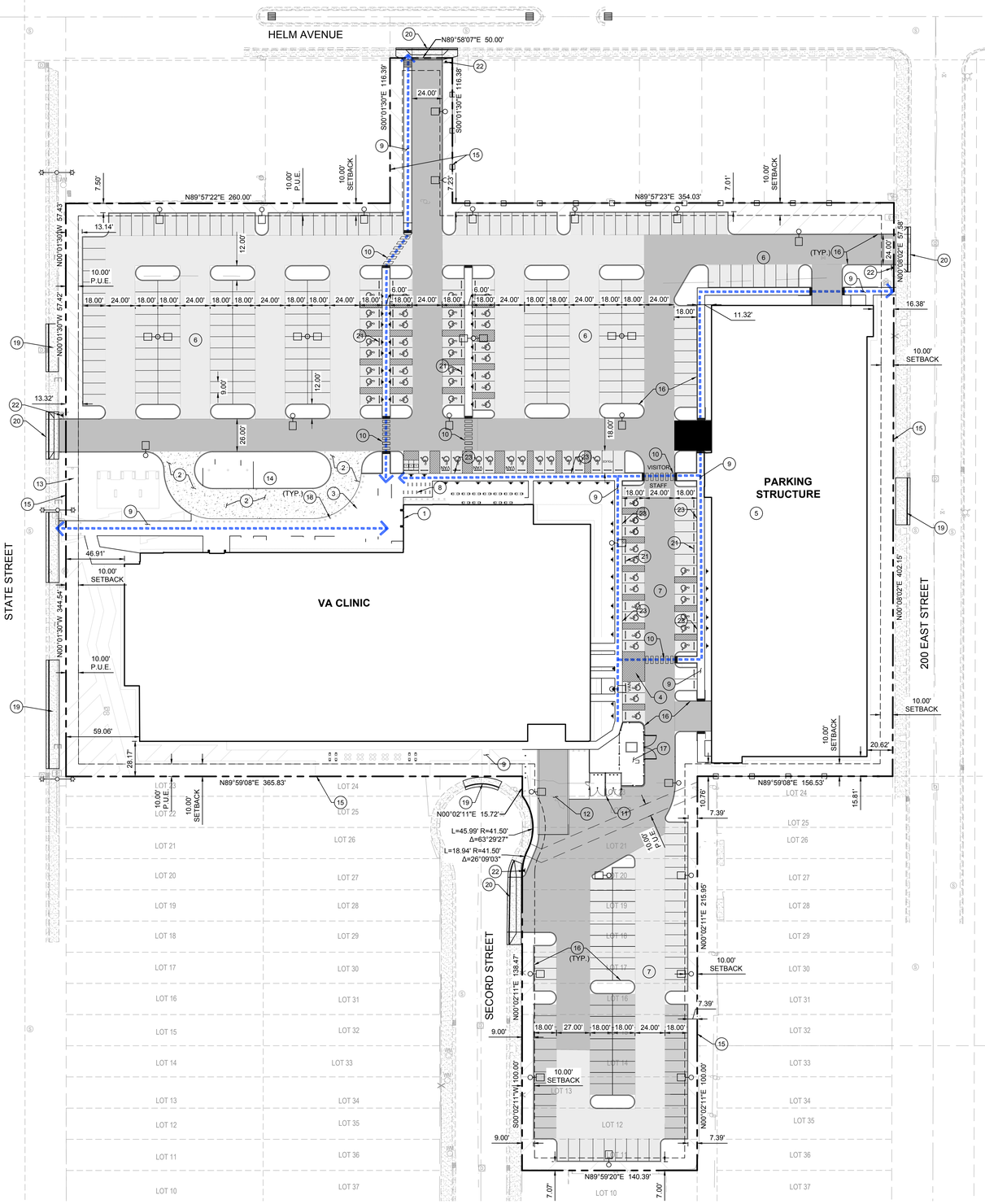
SALT LAKE COUNTY RECORDER

RECORDER #_____

STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE
REQUEST OF : _____

DATE: _____ TIME: _____ BOOK: _____ PAGE: _____

_____ _____
FEES DEPUTY SALT LAKE COUNTY RECORDER



LEGEND

- PROPERTY BOUNDARY
- PUBLIC UTILITY EASEMENT
- PROPERTY SETBACK
- ADA ACCESSIBLE ROUTE
- ACCESSIBLE PARKING AREA
- WHEEL STOP
- LIGHT DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- STREET LIGHTS. SEE ELECTRICAL PLANS.

SITE KEYNOTES

1. MAIN ENTRANCE
2. PATIENT DROP-OFF AREA. SEE LANDSCAPE PLAN FOR SURFACE TEXTURE
3. OVERHEAD CANOPY
4. AMBULANCE PICK-UP AREA AND OVERHEAD CANOPY
5. PARKING STRUCTURE (2 LEVELS)
6. VISITOR / PATIENT PARKING
7. STAFF PARKING
8. BICYCLE PARKING
9. CONCRETE SIDEWALK
10. PEDESTRIAN CROSSWALK
11. TRASH COMPACTOR/TRASH ENCLOSURE
12. LOADING DOCK
13. MONUMENT SIGN
14. FLAG PLAZA
15. PROPERTY LIMITS
16. STANDARD CURB
17. MECHANICAL YARD
18. BOLLARD
19. REMOVE EXISTING DRIVEWAY
20. NEW DRIVEWAY
21. WHEEL STOP
22. STOP SIGN
23. FLUSH WITH SIDEWALK

PARKING SUMMARY

SSLC PARKING REQUIREMENTS

COMMERCIAL / MEDICAL CLINIC: 4 SPACES / 1,000 S.F. (BUILDING)
= 112,595 S.F. / 1,000 S.F. * 4 SPACES = 451 PARKING SPACES REQUIRED

600 PROVIDED

BICYCLE PARKING: 1 BIKE SPACE / 25 PARKING SPACES
= 600 / 25 = 24 BICYCLE SPACES REQUIRED

26 PROVIDED

VA PARKING REQUIREMENTS

- 350 PATIENT/VISITOR SPACES
  - 305 STANDARD
  - 35 HANDICAPPED
  - 4 VAN ACCESSIBLE
  - 6 MOTORCYCLE
- 250 STAFF SPACES
  - 222 STANDARD
  - 25 HANDICAPPED
  - 3 MOTORCYCLE

OVERALL TOTAL = 600 PARKING SPACES
- 527 STANDARD
- 60 HANDICAPPED
- 4 VAN ACCESSIBLE
- 9 MOTORCYCLE

PROPOSED PARKING PROVIDED

OVERALL TOTAL = 600 PARKING SPACES
- 527 STANDARD
- 60 HANDICAPPED
- 4 VAN ACCESSIBLE
- 9 MOTORCYCLE

SURFACE PARKING = 362 PARKING SPACES
- 295 STANDARD
- 60 HANDICAPPED
- 4 VAN ACCESSIBLE
- 3 MOTORCYCLE

PARKING STRUCTURE = 238 PARKING SPACES
- 232 STANDARD
- 6 MOTORCYCLE

600 PROVIDED = 600 REQUIRED

GENERAL NOTES:

1. NOT ALL DIMENSIONS ARE SHOWN ON THE PLAN. THE CONTRACTOR WILL BE PROVIDED ELECTRONIC FILES FOR LAYOUT.

N

SCALE: 1" = 40'
0 20 40 80

1 **CIVIL SITE PLAN**
1" = 40'

CD #1

Revision Schedule		
Number	Description	Date

MOLASKY DEVELOPMENT

DEVELOPERS:
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:
Layton Construction
9090 S Sandy Parkway
Sandy, UT 84070
Telephone: +1 801 568 9090
https://www.laytonconstruction.com

Stamp: JAMES GRUNDER 05/11/2026 STATE OF UTAH

ARCHITECT: PERKINS EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS: walter p moore; IMEG; ATWELL; SES Specialized Engineering Solutions

Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: **OVERALL SITE PLAN**
Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)
Location SOUTH SALT LAKE CITY, UT Scale: AS SHOWN
Date 05/11/2026 | Checked BL | Drawn EF

Project Number 36C10F24L0010
Building Number
Drawing Number **C-200**

Autodesk Docs://VA Salt Lake City CBOC/0107650_VASLC_ARCH_R24.rvt
12/5/2025 10:48:14 AM

811 Know what's below. Call before you dig.

CALL BLUESTAKES @ 811 AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

BENCHMARK

STREET MONUMENT
LOCATED AT THE INTERSECTION OF
3300 SOUTH STREET & 300 EAST

ELEV = 4261.90'

SURVEYOR'S NARRATIVE

I, Patrick M. Harris do hereby state that I am a Professional Land Surveyor and that I hold certificate no. 286882 as prescribed by the laws of the State of Utah and represent that I have made a survey of the following described property. The Purpose of this survey is to provide an ALTA/NSPS Land Title and Topography Survey for use by the client. The Basis of Bearing is the line between the street monument at the intersection of 3300 South Street & 300 East Street and the street monument at the intersection of 3900 South Street & 300 East Street, measuring South 0°17'42" West 4662.20 feet.

COMMITMENT DESCRIPTIONS

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF SOUTH SALT LAKE CITY, IN THE COUNTY OF SALT LAKE, STATE OF UTAH, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

Commencing at a point 1.76 feet North and 293 feet East of the Northwest Corner of Lot 4, Block 17, Ten Acre Plat "A", Big Field Survey, and running thence South 116.46 feet; thence East 50 feet; thence North 116.46 feet; thence West 50 feet to the point of beginning.

For informational purposes only:
Tax Parcel No. 16-31-152-003-0000

PARCEL 2:

Commencing at a point 2 rods East and South 0°04' East 114.7 feet from the Northwest corner of Lot 4, Block 17, Ten Acre Plat "A", Big Field Survey, and running thence North 89° 55' East 331.23 feet; thence South 00°04' East 57.42 feet; thence South 89° 55' West 331.23 feet; thence North 00°04' West 57.42 feet to the point of beginning.

For informational purposes only:
Tax Parcel No. 16-31-152-011-0000

PARCEL 3:

The East Half of the following described premises:
Commencing at a point 114.70 feet South 0°04' East from the Northwest Corner of Lot 4, Block 17, Ten Acre Plat "A", Big Field Survey, and running thence North 89°55' East 662.46 feet; thence South 00°04' East 57.42 feet; thence South 89°55' West 662.46 feet; thence North 00°04' West 57.37 feet to the place of beginning.

For informational purposes only:
Tax Parcel No. 16-31-152-012-0000

PARCEL 4:

Beginning 2 rods East and South 0°04' East 172.12 feet from the Northwest corner of Lot 4, Block 17, Ten Acre Plat "A". Big Field Survey, thence North 89°55' East 662.42 feet: South 00°04' East 57.42 feet; South 89°55' West 662.46 feet; North 00°04' West 57.42 feet to beginning.

For informational purposes only:
Tax Parcel No. 16-31-152-014-0000

PARCEL 5:

Commencing at a point East 33 feet and South 0°04' East 229.54 feet from the Northwest corner of Lot 4, Block 17, Ten Acre Plat "A" Big Field Survey and running thence North 89°55' East 662.46 feet; thence South 00°04' East 45.42 feet; thence South 89°55' West 537.95 feet; thence South 00°04' East 12 feet; thence South 89°55' West 125 feet more or less to the East side of State Street; thence North 00°04' West 57.37 feet to the point of beginning.

ALSO, AND INCLUDING:

Beginning at a point on the East line of State Street East 33 feet and North 137.425 feet from the Southwest corner of Lot 4, Block 17, Ten Acre Plat "A," Big Field Survey, and running thence North along said East line of Street 149.68 feet to the North line of the South half of said Lot 4, thence East 125 feet; thence North 12 feet; thence East 537.95 feet; more or less to the West line of Second East Street; thence South along said West line 161.68 feet; thence West 662.95 feet; more or less to beginning.

ALSO, AND INCLUDING:

The South 137.425 feet of Lot 4, Block 17, Ten Acre Plat ''A" Big Field Survey.

For informational purposes only:
Tax Parcel No. 16-31-152-015-0000

PARCEL 6:

All of Lots 11 to 23 inclusive, Block 5, Longview Park Addition, according to the official plat thereof, on file and of record in the office of the Salt Lake County Recorder.

LESS AND EXCLUDING therefrom, that portion conveyed to the City of South Salt Lake by Warranty Deed, recorded June 15, 2004 as Entry No. 9090560 in Book 9001 at Page 2656 of Official Records, being further described as follows:

Commencing at a point on the westerly boundary of Lot 23, Block 5, Longview Park Addition, said point being 15.34 feet South 00°03'16" West from the Northwest corner of said Lot 23; and running thence, South 00°03'16" West 61.76 feet along the westerly boundary of said entire tract to a point on a 41.50 foot radius curve to the right; said curve having a central angle of 26°09'26" and being subtended by a chord bearing North 13°07'59" East a distance of 18.78 feet, thence along the arc of said curve a distance of 18.95 feet to a point on a 41.50 foot radius curve to the left; said curve having a central angle of 63°29'13" and being subtended by a chord bearing North 5°31'51" West a distance of 43.67 feet, thence along the arc of said curve a distance of 45.98 feet to the point of beginning.

For informational purposes only:
Tax Parcel No. 16-31-178-001-0000 and 16-31-178-002-0000

AS-SURVEYED DESCRIPTIONS

Parcel 1

A parcel of land situate in the Northwest Quarter of Section 31, Township 1 South, Range 1 East, Salt Lake Base and Meridian, being more particularly described as follows:

Beginning at a point on the South line of Helm Avenue, said point being North 0°17'42" East 1791.34 feet along the centerline of 300 East Street and South 89°58'07" West 1200.75 feet along the centerline of Helm Avenue and South 33.00 feet from the street monument located at the intersection of 3900 South Street and 300 East Street, and running;

thence South 00°01'30" East 116.39 feet;
thence North 89°57'22" East 50.00 feet;
thence North 00°01'30" West 116.38 feet to the South line of Helm Avenue;
thence South 89°58'07" West 50.00 feet along said South line to the point of beginning.

Contains 5,819 square feet or 0.134 acres.

Parcel 2

A parcel of land situate in the Northwest Quarter of Section 31, Township 1 South, Range 1 East, Salt Lake Base and Meridian, being more particularly described as follows:

Beginning at a point on the East line of State Street, said point being North 0°17'42" East 1791.34 feet along the centerline of 300 East Street and South 89°58'07" West 1460.76 feet along the centerline of Helm Avenue and South 0°01'30" East 149.45 feet along the East line of State Street from the street monument located at the intersection of 3900 South Street and 300 East Street, and running;

thence North 89°57'22" East 331.23 feet;
thence South 00°01'30" East 57.51 feet;
thence South 89°58'07" West 331.23 feet to the East line of State Street;
thence North 00°01'30" West 57.43 feet along said East line to the point of beginning.

Contains 19,036 square feet or 0.437 acres.

Parcel 3

A parcel of land situate in the Northwest Quarter of Section 31, Township 1 South, Range 1 East, Salt Lake Base and Meridian, being more particularly described as follows:

Beginning at a point being North 0°17'42" East 1791.34 feet along the centerline of 300 East Street and South 89°58'07" West 1460.76 feet along the centerline of Helm Avenue and South 0°01'30" East 149.45 feet along the East line of State Street and North 89°57'22" East 331.23 feet from the street monument located at the intersection of 3900 South Street and 300 East Street, and running;

thence North 89°57'22" East 332.80 feet to the West line of 200 East Street;
thence South 00°08'02" West 57.58 feet along said West line;
thence South 89°58'07" West 332.64 feet;
thence North 00°01'30" West 57.51 feet to the point of beginning.

Contains 19,145 square feet or 0.440 acres.

Parcel 4

A parcel of land situate in the Northwest Quarter of Section 31, Township 1 South, Range 1 East, Salt Lake Base and Meridian, being more particularly described as follows:

Beginning at a point on the East line of State Street, said point being North 0°17'42" East 1791.34 feet along the centerline of 300 East Street and South 89°58'07" West 1460.76 feet along the centerline of Helm Avenue and South 0°01'30" East 206.88 feet along the East line of State Street from the street monument located at the intersection of 3900 South Street and 300 East Street, and running;

thence North 89°58'07" East 663.87 feet to the West line of 200 East Street;
thence South 00°08'02" West 57.42 feet along said West line;
thence South 89°58'07" West 663.71 feet to the East line of State Street;
thence North 00°01'30" West 57.42 feet along said East line to the point of beginning.

Contains 38,115 square feet or 0.875 acres.

Parcel 5

A parcel of land situate in the Northwest Quarter of Section 31, Township 1 South, Range 1 East, Salt Lake Base and Meridian, being more particularly described as follows:

Beginning at a point on the East line of State Street, said point being North 0°17'42" East 1791.34 feet along the centerline of 300 East Street and South 89°58'07" West 1460.76 feet along the centerline of Helm Avenue and South 0°01'30" East 264.30 feet along the East line of State Street from the street monument located at the intersection of 3900 South Street and 300 East Street, and running;

thence North 89°58'07" East 663.71 feet to the West line of 200 East Street;
thence South 00°08'02" West 344.73 feet along said West line;
thence South 89°59'08" West 662.75 feet to the East line of State Street;
thence North 00°01'30" West 344.54 feet along said East line to the point of beginning.

Contains 228,571 square feet or 5.247 acres.

Parcel 6

A parcel of land situate in the Northwest Quarter of Section 31, Township 1 South, Range 1 East, Salt Lake Base and Meridian, being more particularly described as follows:

Beginning at a point being North 0°17'42" East 965.87 feet along the centerline of 300 East Street and West 950.17 feet, and running;

thence South 89°59'20" West 140.39 feet to the East line of Secord Street;
thence along said East line of Secord Street the following four (4) courses:
North 00°02'11" East 138.47 feet;
Northerly 18.94 feet along the arc of a 41.50 feet radius curve to the right (center bears South 89°57'49" East and the chord bears North 13°06'42" East 18.78 feet with a central angle of 26°09'03");
Northerly 45.99 feet along the arc of a 41.50 feet radius curve to the left (center bears North 63°48'02" West and the chord bears North 05°32'45" West 43.67 feet with a central angle of 63°29'27");
North 00°02'11" East 15.72 feet;
thence North 89°59'08" East 140.39 feet;
thence South 00°02'11" West 215.95 feet to the point of beginning.

Contains 30,015 square feet or 0.689 acres.

Parcel 6a

A parcel of land situate in the Northwest Quarter of Section 31, Township 1 South, Range 1 East, Salt Lake Base and Meridian, being more particularly described as follows:

Beginning at a point being North 0°17'42" East 965.87 feet along the centerline of 300 East Street and West 950.17 feet, and running;

thence South 00°02'11" West 100.00 feet;
thence South 89°59'20" West 140.39 feet to the East line of Secord Street;
thence North 00°02'11" East 100.00 feet along said East line;
thence North 89°59'20" East 140.39 feet to the point of beginning.

Contains 14,039 square feet or 0.322 acres.

Total Parcel Description

A parcel of land situate in the Northwest Quarter of Section 31, Township 1 South, Range 1 East, Salt Lake Base and Meridian, being more particularly described as follows:

Beginning at a point on the South line of Helm Avenue, said point being North 0°17'42" East 1791.34 feet along the centerline of 300 East Street and South 89°58'07" West 1200.75 feet along the centerline of Helm Avenue and South 33.00 feet from the street monument located at the intersection of 3900 South Street and 300 East Street, and running;

thence South 00°01'30" East 116.39 feet;
thence South 89°57'22" West 260.00 feet to the East line of State Street;
thence South 00°01'30" East 459.39 feet along said East line of State Street;
thence North 8°59'08" East 365.83 feet;
thence along the East line of Secord Street the following four (4) courses:
South 00°02'11" West 15.72 feet;
Southerly 45.99 feet along the arc of a 41.50 feet radius curve to the right (center bears South 52°42'31" West and the chord bears South 05°32'45" East 43.67 feet with a central angle of 63°29'27");
Southerly 18.94 feet along the arc of a 41.50 feet radius curve to the left (center bears South 63°48'47" East and the chord bears South 13°06'42" West 18.78 feet with a central angle of 26°09'03");
South 00°02'11" West 238.47 feet;
thence North 89°59'20" East 140.39 feet;
thence North 00°02'11" East 315.95 feet;
thence North 89°59'08" East 156.53 feet to the West line of 200 East Street;
thence North 00°08'02" East 459.73 feet along said West line of 200 East Street;
thence South 89°57'23" West 354.03 feet;
thence North 00°01'30" West 116.38 feet to the South line of Helm Avenue;
thence South 89°58'07" West 50.00 feet along said South line of Helm Avenue to the point of beginning.

Contains 354,740 square feet or 8.144 acres

To: (i)Legacy Investment and Management, LLC, a Nevada limited liability company and its successors and assigns; (ii)T. and S. Watkins Family LLC, a Utah limited liability company; and (iii)Fidelity National Title Insurance Company

This is to certify that this map or plat and the survey on which it is based were made in accordance with 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 5, 6(a), 6(b), 7(a), 8, 10, 11(a), 12, 13, 14, 16, 18, and 19 of Table A hereof.

The field work was completed on September 26, 2025.

Date of Plat or Map: September 30, 2025.

10/21/2025
Date

Patrick M. Harris
License No. 286882

Note: For conditions of record not shown hereon as well as specific references to items in the title report, please refer to a title report supplied by Fidelity National Title Insurance Co., of Salt Lake City, Utah under Order No. U0050253-801-T81-R2D, dated effective July 10, 2025.

Schedule B-2 Exceptions

1. Taxes or special assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records. Proceedings by a public agency, which may result in taxes or assessments, or notices of such proceedings, whether or now shown by the records of such agency or by the Public Records.

2. Any facts, rights, interest, or claims which are not shown by the Public Records but which could be ascertained by an inspection of the Land or which may be asserted by persons in possession, or claiming to be in possession, thereof.

3. Easements, liens, encumbrances, or claims thereof, which are not shown by the Public Records.

4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land, and that is not shown by the Public Records.

5. a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims, or title to water, whether or not the matters excepted under (a), (b) or (c) are shown by the Public Records.

6. Any lien, or right to a lien, for services, labor, or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

7. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the Public Records or attaching subsequent to the effective date hereof but prior to the date the proposed insured acquires of record for value the estate or interest or Mortgage thereon covered by this form.

8. Intentionally deleted

9. (The following affects Parcel 1)
General property taxes for the year 2025 now a lien, not yet due. Taxes for the year 2024 have been paid in the amount of $1,345.25. Tax Parcel No. 16-31-152-003-0000.

A separate 2024 South Salt Lake Utility assessment has been paid in the amount of $48.25.

(The following affects Parcel 2)
General property taxes for the year 2025 now a lien, not yet due. Taxes for the year 2024 have been paid in the amount of $11,115.72. Tax Parcel No. 16-31-152-011-0000.

A separate 2024 South Salt Lake Utility assessment has been paid in the amount of $42.00.

(The following affects Parcel 3)
General property taxes for the year 2025 now a lien, not yet due. Taxes for the year 2024 have been paid in the amount of $3,978.93. Tax Parcel No. 16-31-152-012-0000.

A separate 2024 South Salt Lake Utility assessment has been paid in the amount of $42.00.

(The following affects Parcel 4)
General property taxes for the year 2025 now a lien, not yet due. Taxes for the year 2024 have been paid in the amount of $18,991.25. Tax Parcel No. 16-31-152-014-0000.

A separate 2024 South Salt Lake Utility assessment has been paid in the amount of $323.00.

(The following affects Parcel 5)
General property taxes for the year 2025 now a lien, not yet due. Taxes for the year 2024 have been paid in the amount of $68,088.31. Tax Parcel No. 16-31-152-015-0000.

A separate 2024 Mt Olympus Improvement District assessment has been paid in the amount of $350.00.

A separate 2024 South Salt Lake Utility assessment has been paid in the amount of $1,624.70.

(The following affects Lots 15-23 of Parcel 6)
General property taxes for the year 2025 now a lien, not yet due. Taxes for the year 2024 have been paid in the amount of $5,012.22. Tax Parcel No. 16-31-178-001-0000.

A separate 2024 South Salt Lake Utility assessment has been paid in the amount of $48.25.

(The following affects Lots 11-14 of Parcel 6)
General property taxes for the year 2025 now a lien, not yet due. Taxes for the year 2024 have been paid in the amount of $2,328.68. Tax Parcel No. 16-31-178-002-0000.

A separate 2024 South Salt Lake Utility assessment has been paid in the amount of $48.00.
(Not survey related)

10. The Land lies within the boundaries of the Tax District 14B, South Salt Lake City and the Mount Olympus Improvement District and is subject to any and all charges and assessments thereof.
(Not survey related)

11. Water rights, claims or title to water, whether or not the matters are shown by the Public Records.
(Not survey related)

12. Minerals of whatsoever kind, subsurface and surface substances, including but not limited to coal, lignite, oil, gas, uranium, clay, rock, sand and gravel in, on, under and that may be produced from the Land, together with all rights, privileges, and immunities relating thereto, whether or not appearing in the Public Records or listed in Schedule B. (Not survey related)

13. (The following affects Parcel 6)
The subdivision plat of Longview Park Addition, recorded May 16, 1910 as Entry No. 265367 in Book F of Plats at Page 51 of Official Records. (Blanket in nature)

14. (The following affects Parcel 5)
Terms and conditions of that certain Agreement, recorded June 24, 1936 as Entry No. 788717 in Book 167 at Page 118 of Official Records. (Blanket in nature)

15. (The following affects Parcel 5)
Terms and conditions of that certain Agreement, recorded June 24, 1936 as Entry No. 788720 in Book 167 at Page 119 of Official Records. (Blanket in nature)

16. (The following affects Parcel 5)
Evidence of a well as disclosed by that certain Certificate of Appropriation of Water, recorded May 25, 1944 as Entry No. 976106 in Book 383 at Page 143 of Official Records. (Shown on survey)

17. (The following affects Parcel 5)
Evidence of a well as disclosed by that certain Certificate of Appropriation of Water, recorded May 25, 1944 as Entry No. 976107 in Book 383 at Page 143 of Official Records. (Shown on survey)

18. (The following affects Parcel 2)
Evidence of a well as disclosed by that certain Certificate of Appropriation of Water, recorded October 3, 1946 as Entry No. 1059153 in Book 500 at Page 125 of Official Records. (Shown on survey)

19. An easement for gas distribution and incidental purposes in favor of Mountain Fuel Supply Company recorded March 21, 1956 as Entry No. 1474981 in Book 1293 at Page 159 of Official Records.
(Shown on survey)

20. Intentionally deleted

21. (The following affects Parcel 5)
Acknowledgment and Disclosure regarding development of property within a Natural Hazards Special Study Area, recorded May 12, 1998 as Entry No. 6960101 in Book 7974 at Page 2278 of Official Records. (Not survey related)

22. (The following affects Parcel 5)
Acknowledgment and Disclosure regarding development of property within a Natural Hazards Special Study Area, recorded May 12, 1998 as Entry No. 6960186 in Book 7974 at Page 2084 of Official Records. (Not survey related)

23. (The following affects Parcels 1, 3 and other Land not included herein) A Deed of Trust to secure an indebtedness in the amount shown below,
Amount: $94,000.00
Dated: September 1, 2000
Trustor/Grantor: Tim Bennett, Dale Bennet, Dale R. Bennett and Bennett and Economy Sanitation, Inc.
Trustee: Security Title Agency of Utah
Beneficiary: Sure Investment, L.C., a Utah limited liability company, recorded September 1, 2000 as Entry No. 7711949 in Book 8385 at Page 5979 of Official Records. (Not survey related)

24. (The following affects Parcels 1, 3, 4, 5 and 6)
An unrecorded Lease wherein Legacy RV Center, LLC appears as Tenant (Lessee), as disclosed by that certain Letter, recorded November 13, 2020 as Entry No. 13461021 in Book 11060 at Page 805 of Official Records. (Not survey related)

25. (The following affects Parcels 2, 4 and 5)
Access is limited to those openings permitted by UDOT and/or South Salt Lake City for ingress to and egress from State Street. (Blanket in nature)

26. Subject to the right of others, including, but not limited to, utility companies, for any portion lying within the bounds of 200 East Street. (Blanket in nature)

27. Any matters that might be disclosed by a current and accurate survey of the said premises.
(Blanket in nature)

28. The State Construction Registry discloses the following Preliminary Notices within the past 12 months:
NONE (Not survey related)

TABLE A
1) All monuments used and set are shown on survey.
2) Parcel 1 = 138 East Helm Avenue, South Salt Lake City, Utah
Parcel 2 = 3679 South State Street, South Salt Lake City, Utah
Parcel 3 = 3648 South 200 East Street, South Salt Lake City, Utah
Parcel 4 = 3681 South State Street, South Salt Lake City, Utah
Parcel 5 = 3711 south State Street, South Salt Lake City, Utah
Parcel 6 = 3731 South Secord Street, South Salt Lake City, Utah
Parcel 6a = 3759 South Secord Street, South Salt Lake City, Utah
3) Flood zone classification: "Zone X" AREA OF MINIMAL FLOOD HAZARD, as per FEMA Flood Map, No. 49035C0418G, effective 09/25/2009. LOMR 18-08-0560P, effective 06/10/2019
4) Total parcel contains 354,740 sq.ft. or 8.144 acres.
Parcel 1 contains 5,819 sq.ft. or 0.134 acres.
Parcel 2 contains 19,036 sq.ft. or 0.437 acres.
Parcel 3 contains 19,145 sq.ft. or 0.440 acres.
Parcel 4 contains 38,115 sq.ft. or 0.875 acres.
Parcel 5 contains 228,571 sq.ft. or 5.247 acres.
Parcel 6 contains 30,015 sq.ft. or 0.689 acres.
Parcel 6a contains 14,039 sq.ft. or 0.322 acres.
5) Vertical relief is shown on survey.
6(a) Zoning report not provided.
6(b) Zoning report not provided.
7(a) Shown on survey.
8) Substantial features are shown on survey.
10) There are no division or party walls on the subject parcels.
11(a) Existing utilities are shown on survey.
12) There are no Governmental Agency survey related requirements for the subject parcels.
13) Adjoining owners are shown on survey.
14) Shown on survey.
16) There is no evidence of recent earth moving work, building construction or buildings additions on the subject parcels.
18) All plottable easements are shown on survey.

NORTH

HORIZONTAL GRAPHIC SCALE

50 0 25 50 100
(IN FEET)
HORZ. 1 inch = 50 ft.

LOCATED IN THE NORTHWEST QUARTER OF SECTION 31 TOWNSHIP 1 SOUTH, RANGE 1 EAST SALT LAKE BASE AND MERIDIAN SOUTH SALT LAKE CITY, SALT LAKE COUNTY, UTAH

ENSIGN
THE STANDARD IN ENGINEERING

SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR:
SSLC OPC VENTURE LLC
600 GALLERIA PARKWAY, SUITE 995
ATLANTA, GA 30339
CONTACT:
MATT CONNOLLY
PHONE: 404-825-0534

T. AND S. WATKINS FAMILY LLC
ALTA-NSPS LAND TITLE AND TOPOGRAPHY SURVEY
3711 SOUTH STATE STREET
SOUTH SALT LAKE CITY, UTAH

PROFESSIONAL LAND SURVEYOR
10/21/25
No. 286882
PATRICK M. HARRIS
STATE OF UTAH

ALTA-NSPS LAND TITLE AND TOPOGRAPHY SURVEY

PROJECT NUMBER	PRINT DATE
12030B	10/21/25
DRAWN BY	CHECKED BY
MB	PH
PROJECT MANAGER	
PH	

1 OF 2

811 Know what's below. Call before you dig.

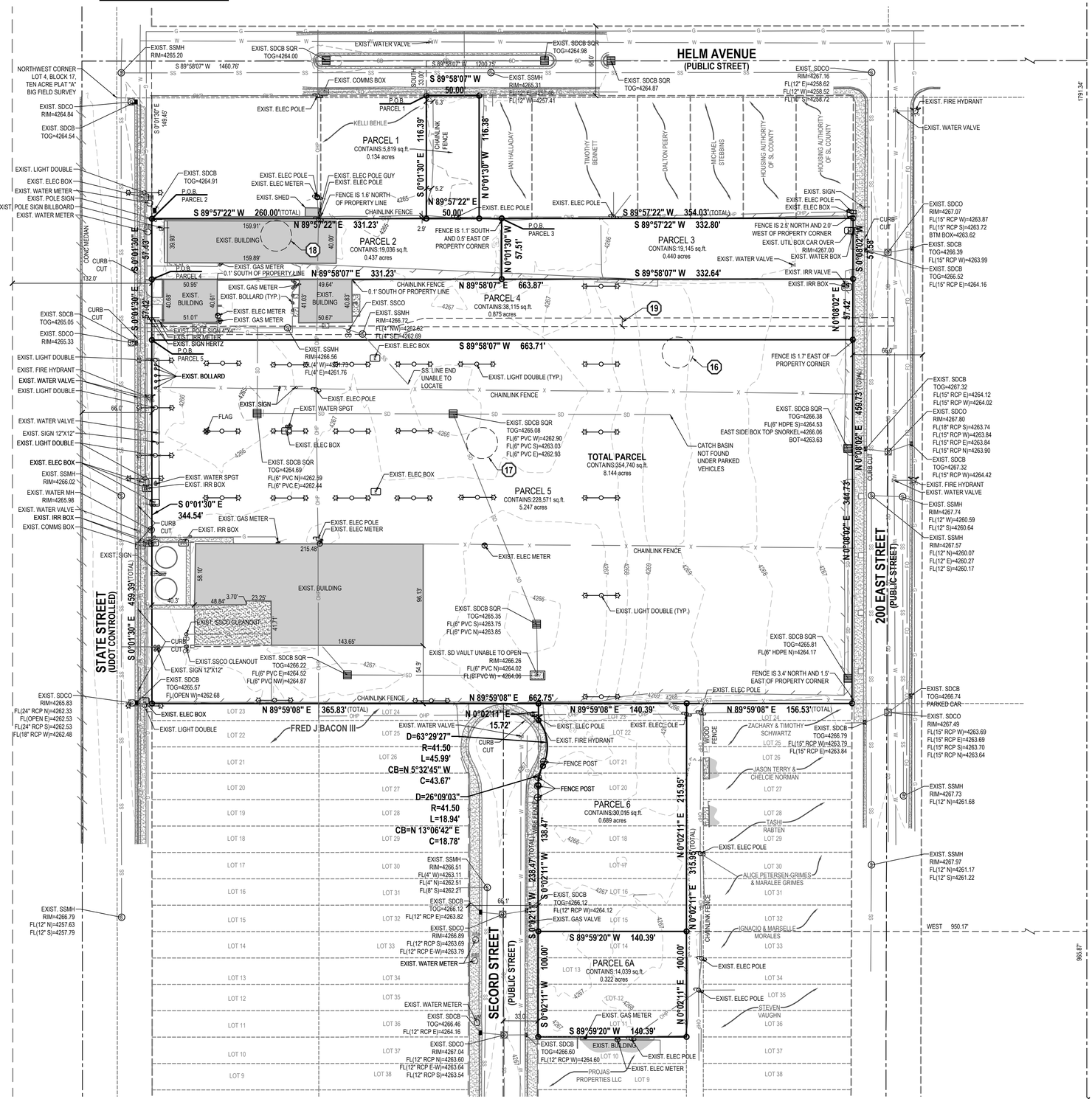
CALL BLUESTAKES @ 811 AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

BENCHMARK

STREET MONUMENT
LOCATED AT THE INTERSECTION OF
3300 SOUTH STREET & 300 EAST

ELEV = 4261.90'

STREET MONUMENT
INTERSECTION OF
3300 SOUTH STREET
& 300 EAST
(FOUND 2.5" BRASS CAP)

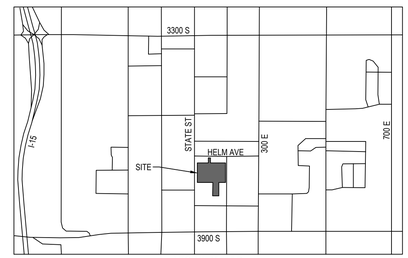


LEGEND

ENSIGN ENG. LAND SURV.

SECTION CORNER	ADJACENT RIGHT OF WAY
MONUMENT	RIGHT OF WAY
EXIST REBAR AND CAP	CENTERLINE
SET ENSIGN REBAR AND CAP	PROPERTY LINE
WATER METER	ADJACENT PROPERTY LINE
WATER MANHOLE	DEED LINE
WATER VALVE	TANGENT LINE
FIRE HYDRANT	EXIST DITCH FLOW LINE
SECONDARY WATER VALVE	FENCE
IRRIGATION VALVE	EDGE OF ASPHALT
SANITARY SEWER MANHOLE	SANITARY SEWER LINE
STORM DRAIN CLEAN OUT	STORM DRAIN LINE
STORM DRAIN CATCH BASIN	LAND DRAIN LINE
STORM DRAIN COMBO BOX	CULINARY WATER LINE
STORM DRAIN CULVERT	SECONDARY WATER LINE
SIGN	IRRIGATION LINE
ELECTRICAL BOX	OVERHEAD POWER LINE
UTILITY MANHOLE	ELECTRICAL LINE
UTILITY POLE	GAS LINE
LIGHT	EXISTING CONTOURS
CABLE BOX	CONCRETE
TELEPHONE BOX	BUILDING
GAS METER	PUBLIC DRAINAGE EASEMENT
TREE	DENSE VEGETATION PREVENTING ACCESS FOR ACCURATE SURVEY
SHRUB	SCHEDULE B-2 EXCEPTION

NOTE: MAY CONTAIN SYMBOLS THAT ARE NOT USED IN THIS PLAN SET.



VICINITY MAP
(NOT TO SCALE)

NORTH

HORIZONTAL GRAPHIC SCALE

50 0 25 50 100

(IN FEET)
HORZ: 1 inch = 50 ft.

LOCATED IN THE NORTHWEST QUARTER
OF SECTION 31
TOWNSHIP 1 SOUTH, RANGE 1 EAST
SALT LAKE BASE AND MERIDIAN
SOUTH SALT LAKE CITY, SALT LAKE COUNTY, UTAH

ENSIGN
THE STANDARD IN ENGINEERING

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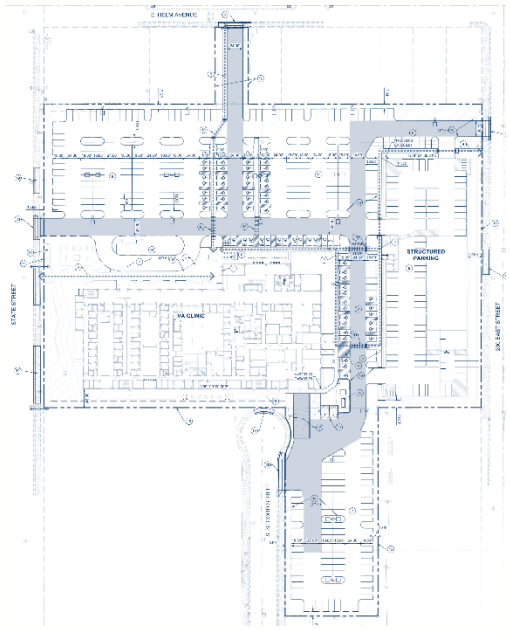
ALTA-NSPS LAND TITLE AND TOPOGRAPHY SURVEY

PROJECT NUMBER	PRINT DATE
12030B	10/21/25
DRAWN BY	CHECKED BY
MB	PH
PROJECT MANAGER	
PH	

2 OF 2

VA Salt Lake City Outpatient Clinic

Traffic Impact Analysis



Prepared for:

MOLASKY DEVELOPMENT

Molasky Development
100 N. City Parkway, Suite 1520
Las Vegas, NV 89106

PROFESSIONAL ENGINEER
No. 14279937
JAMIE ANN K. BLAKEMAN
STATE OF UTAH

Prepared by:

Lokahi

Lōkahi, LLC
10555 N. 114th Street,
Suite 105
Scottsdale, AZ 85259

Project Number: 26.5972
May 12, 2026

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1. INTRODUCTION AND EXECUTIVE SUMMARY

1.1. PURPOSE OF REPORT AND STUDY OBJECTIVES

Lōkahi, LLC (Lōkahi) was retained by Molasky Development to complete a Traffic Impact Analysis for the proposed VA Salt Lake City Outpatient Clinic, located approximately 115 feet south of the southeast corner of Helm Avenue and State Street in South Salt Lake City, Utah.

The objective of this Traffic Impact Study is to analyze the anticipated traffic related impacts of the proposed development to the adjacent roadway network. See **Figure 1** for the vicinity map.

1.2. EXECUTIVE SUMMARY

The proposed VA Salt Lake City Outpatient Clinic is located on the southeast corner of Helm Avenue and State Street in South Salt Lake City, Utah. The development will consist of a Veterans Affairs (VA) outpatient medical clinic with approximately 205 employees and is anticipated to open in 2028.

This Transportation Impact and Mitigation Analysis include:

- Level of service analysis of existing conditions for the weekday AM and PM peak hours
- Trip Generation for the existing development
- Trip Generation for the proposed development
- Trip Generation comparison
- Level of service analysis for the opening year (2028) weekday AM and PM peak hours
    - 2028 No Build
    - 2028 Build
- Queue analysis

The following are the intersections included in this study:

- State Street and Helm Avenue/ Existing Driveway I (1)
- State Street and 3750 S/ Existing Driveway II (2)
- State Street and Rigdon Avenue (3)
- State Street and 3900 S (4)
- Secord Street and Rigdon Avenue/ Existing Driveway III (5)
- 200 E and Helm Avenue (6)
- 200 E and Rigdon Avenue (7)
- 300 E and Helm Avenue (8)
- 300 E and Rigdon Avenue (9)
- State Street and Driveway A (10)
- Helm Avenue and Driveway B (11)
- Secord Street and Driveway C (12)

- 200 E and Driveway D (13)

Existing Capacity Analysis

The AM and PM peak hour existing conditions capacity analyses were completed for the existing study intersections.

The results of the capacity analysis reveal that all study intersections and movements operate at LOS D or better, except the following:

State Street and 3750 S/ Existing Driveway II (2)

- Eastbound shared left-through-right operates at LOS E during the PM peak hour

State Street and 3900 S (4)

- Westbound shared through-right operates at LOS E during the AM and PM peak hour

Trip Generation

The trip generation was calculated based on collected traffic volumes at utilizing ITE Code 720 – Medical-Dental Office (Stand-Alone). The proposed development is anticipated to generate 1,653 new weekday trips with 194 new AM peak hour trips and 87 new PM peak hour trips, compared to the existing development.

Trip Generation – Proposed Development

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Medical-Dental Office Building (Stand-Alone)	720	205	Employees	2,415	254	178	76	193	87	106
Total Trips -Proposed Development				**2,415**	**254**	**178**	**76**	**193**	**87**	**106**
Automobile Sales (Used)	841	28.143	1000 SF GFA	762	60	45	15	106	50	56
Total Trips - Existing Development				**762**	**60**	**45**	**15**	**106**	**50**	**56**
Difference				**1,653**	**194**	**133**	**61**	**87**	**37**	**50**

Future Conditions - Year 2028

The proposed development is anticipated to open in the year 2028. An annual growth rate of 1.60% was applied to the existing traffic volumes.

A capacity analysis was completed for both the AM and PM peak hours for the year 2028, without the build out of the proposed development. The results of the capacity analysis reveal that all intersection movements are expected to operate at a LOS D or better, with the exception of the following:

State Street and 3750 S/ Existing Driveway II (2)

- Eastbound shared left-through-right operates at LOS F during the PM peak hour
- Northbound left operates at LOS E during the PM peak hour

The capacity and level of service for the study area intersections were evaluated for the 2028 build traffic volumes. All intersection movements are projected to operate at a LOS D or better or will be maintained at the 2028 no build level of service.

Recommendations

- **State Street and Driveway A (10)**
  - Construction of a RIRO driveway, located along State Street, approximately 335 feet south of Helm Avenue (centerline to centerline)
  - Installation of a stop sign on the westbound approach

- **Helm Avenue and Driveway B (11)**
  - Construction of a RIRO driveway located along Helm Avenue, approximately 355 feet east of State Street (centerline to centerline)
  - Installation of a stop sign on the northbound approach

- **Secord Street and Driveway C (12)**
  - Construction of a full-access driveway, located along Secord Street, approximately 460 feet north of Rigdon Avenue (centerline to centerline)
  - Installation of a stop sign on the westbound approach

- **200 E and Driveway D (13)**
  - Construction of a full-access driveway, located along 200 E, approximately 185 feet south of Helm Avenue (centerline to centerline)
  - Installation of a stop sign on the eastbound approach

- **Monitor and Adjust Signal Timing**

It is the responsibility of the agency that owns and operates the traffic signals within the study area to monitor traffic conditions and make signal timing adjustments as necessary.

2. PROPOSED DEVELOPMENT

The proposed VA Salt Lake City Outpatient Clinic development will consist of a Veterans Affairs (VA) outpatient medical clinic with approximately 205 employees and is anticipated to open in 2028.

The existing RV dealership and rental car facility currently located on the site will be demolished to accommodate the proposed development.

The development will be accessible via four (4) driveways:

State Street and Driveway A (10) is a proposed right-in/right-out (RIRO) driveway located along State Street, approximately 335 feet south of Helm Avenue (centerline to centerline).

Helm Avenue and Driveway B (11) is a proposed RIRO driveway located along Helm Avenue, approximately 355 feet east of State Street (centerline to centerline).

Secord Street and Driveway C (12) is a proposed full-access driveway located along Secord Street, approximately 460 feet north of Rigdon Avenue (centerline to centerline).

200 E and Driveway D (13) is a proposed full-access driveway located along 200 E, approximately 185 feet south of Helm Avenue (centerline to centerline).

See **Figure 2** and **Appendix A** for the proposed site plan.



FIGURE 1 | VICINITY MAP

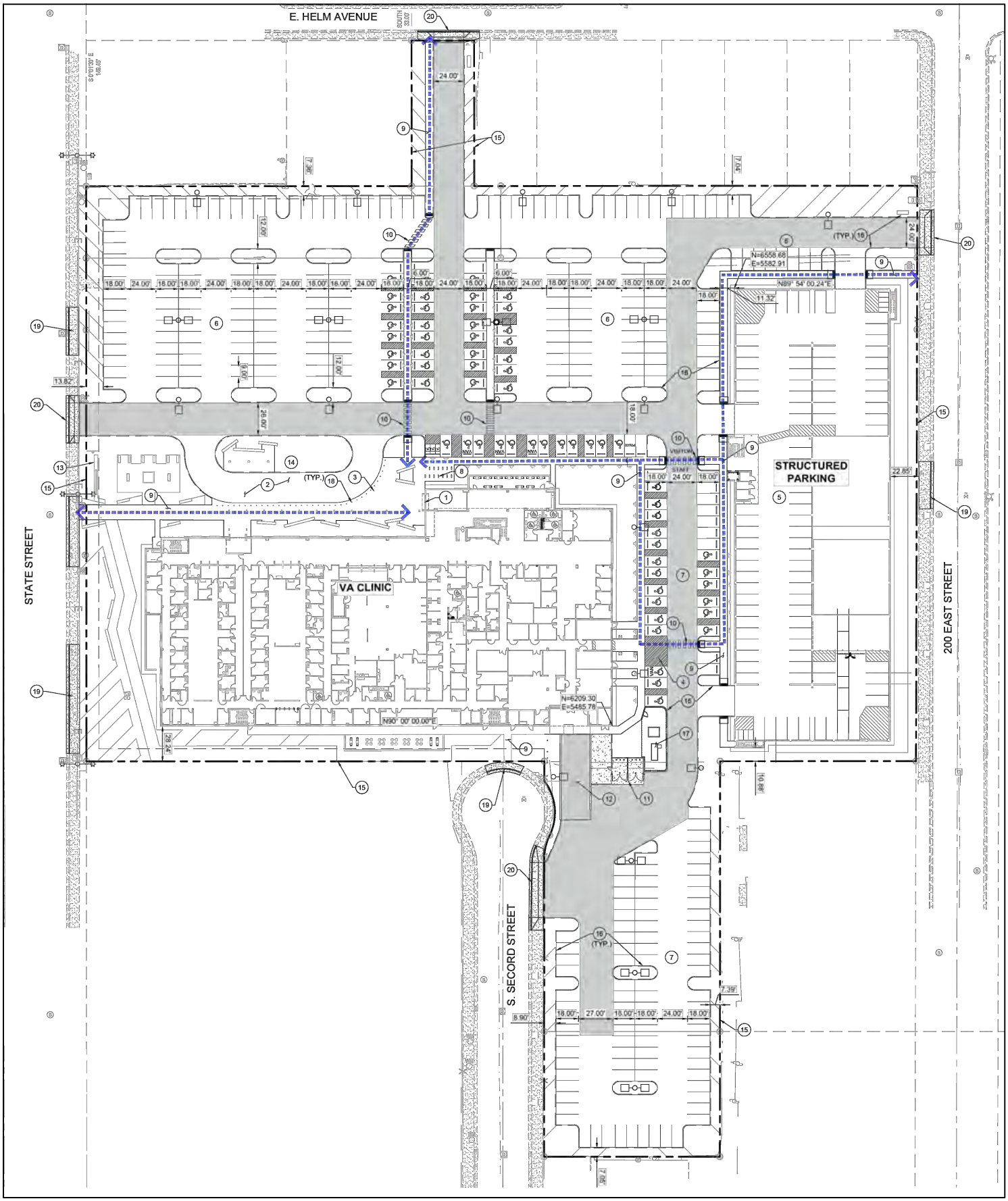


FIGURE 2 | SITE PLAN

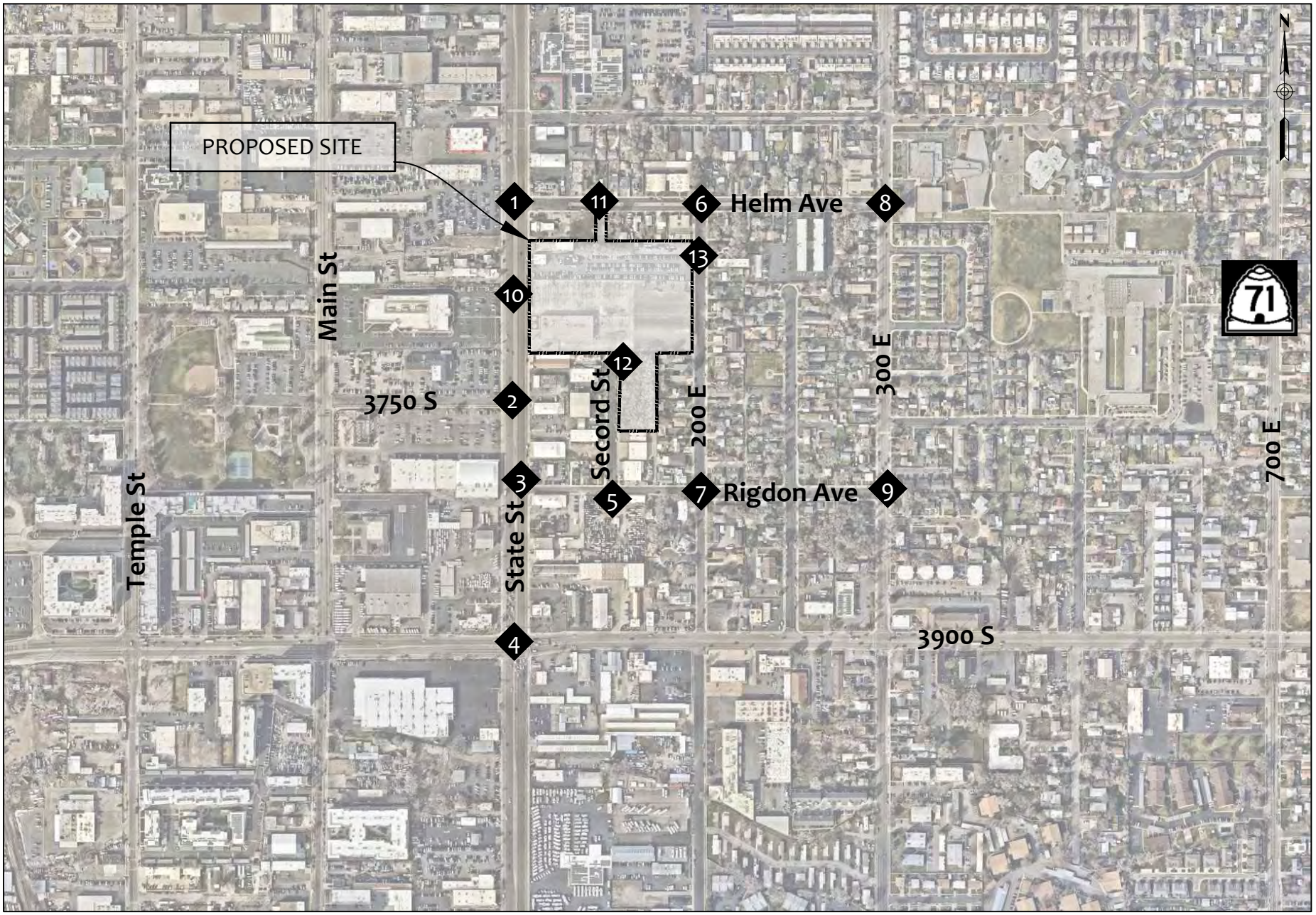


FIGURE 3 | STUDY AREA

3. AREA CONDITIONS

The study area is in South Salt Lake City, Utah. **Sections 3.1** and **3.2** provide detailed descriptions of the study roadway segments and intersections. See **Figure 3** for study area.

3.1. STUDY ROADWAY SEGMENTS

Helm Avenue is an east-west roadway that provides one (1) lane in each direction of travel with a raised median. According to the *South Salt Lake General Plan Update* (August 17, 2021), Helm Avenue is classified as a local roadway. On Tuesday, April 14, 2026, a local traffic data collection firm recorded 24-hour bi-directional traffic counts along Helm Avenue, east of State Street. The recorded counts indicate an average daily traffic (ADT) volume of 869 vpd. There is an unposted speed limit of 20 miles per hour (mph).

3750 S is an east-west undivided roadway that provides one (1) lane in each direction of travel. According to the *South Salt Lake General Plan Update* (August 17, 2021), 3750 S is classified as a local roadway. There is an unposted speed limit of 20 mph.

Rigdon Avenue is an east-west undivided roadway that provides one (1) lane in each direction of travel. According to the *South Salt Lake General Plan Update* (August 17, 2021), Rigdon Avenue is classified as a local roadway. There is an unposted speed limit of 20 mph.

3900 S is an east-west roadway that provides two (2) lanes in each direction of travel. East of State Street, 3900 S features a center two-way left-turn lane. West of State Street, 3900 S is divided by a raised concrete median. According to the *South Salt Lake General Plan Update* (August 17, 2021), 3900 S is classified as a major arterial and is under the jurisdiction of the Utah Department of Transportation (UDOT). The UDOT *Traffic Statistics* report that 3900 S carried an annual average daily traffic (AADT) of 27,000 vehicles per day (vpd), between State Street and 700 E in 2024. There is a posted speed limit of 40 mph.

State Street (US 89) is a north-south roadway that is part of U.S. Route 89 (US 89) and provides three (3) lanes in each direction of travel separated by a raised concrete median. According to the *South Salt Lake General Plan Update* (August 17, 2021), State Street is classified as a major arterial and is under the jurisdiction of UDOT. On Tuesday, April 14, 2026, a local traffic data collection firm recorded 24-hour bi-directional traffic counts along State Street, south of Helm Avenue. The recorded counts indicate an ADT volume of 29,843 vpd. There is a posted speed limit of 35 mph.

Secord Street is a north-south undivided roadway that provides one (1) lane in each direction of travel. Secord Street intersects Rigdon Avenue and extends approximately 540 feet north, terminating at a cul-de-sac. According to the *South Salt Lake General Plan Update* (August 17, 2021), Secord Street is classified as a local roadway. On Tuesday, April 14, 2026, a

local traffic data collection firm recorded 24-hour bi-directional traffic counts along Secord Street, north of Rigdon Avenue. The recorded counts indicate an ADT volume of 285 vpd. There is an unposted speed limit of 20 mph.

200 E is a north-south undivided roadway that provides one (1) lane in each direction of travel. According to the *South Salt Lake General Plan Update* (August 17, 2021), 200 E is classified as a local roadway. On Tuesday, April 14, 2026, a local traffic data collection firm recorded 24-hour bi-directional traffic counts along 200 E, south of Helm Avenue. The recorded counts indicate an ADT volume of 438 vpd. There is an unposted speed limit of 20 mph.

300 E is a north-south undivided roadway that provides one (1) lane in each direction of travel. According to the *South Salt Lake General Plan Update* (August 17, 2021), 300 E is classified as a major collector. The UDOT *Traffic Statistics* report that 300 E carried an AADT of 6,800 vpd between 3300 S and 3900 S in 2024. There is a posted speed limit of 30 mph

3.2. STUDY INTERSECTIONS

At the direction of the UDOT and South Salt Lake City, the following intersections were analyzed:

State Street and Helm Avenue/ Existing Driveway I (1) operates as a stop-controlled T-intersection with the stop control on the westbound approach. The northbound approach provides two (2) through lanes and one (1) shared through-right turn lane. The southbound approach provides one (1) dedicated left turn lane, two (2) through lanes and one (1) shared through-right turn lane. The eastbound and westbound approaches each provides one (1) shared left-through-right turn lane.

State Street and 3750 S / Existing Driveway I (2) operates as a two-way stop-controlled intersection with stop controls on the eastbound and westbound approaches. The northbound approach provides one (1) dedicated left turn lane, two (2) through lanes, and one (1) shared through-right turn lane. The southbound approach provides two (2) through lanes and one (1) shared through-right turn lane. The eastbound and westbound approaches each provide one (1) shared left-through-right turn lane.

State Street and Rigdon Avenue/ Existing Driveway II (3) operates as a stop-controlled T-intersection with the stop control on the westbound approach. The northbound approach provides two (2) through lanes and one (1) shared through-right turn lane. The southbound approach provides three (3) through lanes. The westbound approach provides one (1) dedicated right turn lane.

State Street and 3900 S (4) operates as a signalized intersection. The northbound and southbound approaches each provide one (1) dedicated left turn lane, three (3) through lanes, and one (1) dedicated right turn lane. The eastbound approach provides one (1) dedicated left turn lane, two (2)

through lanes, and one (1) dedicated right turn lane. The westbound approach provides one (1) dedicated left turn lane, one (1) through lane, and one (1) shared through-right turn lane.

Secord Street and Rigdon Avenue (5) operates as a stop-controlled T-intersection with stop control on the southbound approach. The southbound approach provides one (1) shared left-right turn lane. The eastbound approach provides one (1) shared left-through turn lane. The westbound approach provides one (1) shared through-right turn lane.

200 E and Helm Avenue (6) operates as a stop-controlled T-intersection with stop control on the northbound approach. The northbound approach provides one (1) shared left-right turn lane. The eastbound approach provides one (1) shared through-right turn lane. The westbound approach provides one (1) shared left-through turn lane.

200 E and Rigdon Avenue (7) operates as a four-way stop controlled intersection. Each approach provides one (1) shared left-through-right turn lane.

300 E and Helm Avenue (8) operates as a one-way stop-controlled T-intersection with stop control on the eastbound approach. The northbound approach provides one (1) shared left-through turn lane. The southbound approach provides one (1) shared through-right turn lane. The eastbound approach provides one (1) shared left-right turn lane.

300 E and Rigdon Avenue (9) operates as a one-way stop-controlled T-intersection with stop control on the eastbound approach. The northbound approach provides one (1) shared left-through turn lane. The southbound approach provides one (1) shared through-right turn lane. The eastbound approach provides one (1) shared left-right turn lane.

3.3. SURROUNDING AREA LAND USE

The proposed development is in South Salt Lake City, Utah. The proposed development is bordered by single-family homes, a medical clinic, and Helm Avenue to the north; Rigdon Avenue, single-family homes and commercial uses to the south; 200 E and single-family homes to the west; Secord Street, State Street, and single-family homes to the east.

Surrounding land use generally consists of residential and commercial use.

3.4. SITE ACCESSIBILITY

Roadway System

US 89 (State Street) runs directly along to the site's western frontage, providing regional connectivity to the Salt Lake City metropolitan area and interstate access to Arizona and Montana. Within the vicinity of the proposed site, there is a well-developed roadway network.

Pedestrian Facilities

Sidewalks are provided along all study roadway segments within the study area.

Marked crosswalks are provided across all legs of State Street and 3900 S (4) and the southern leg of 300 E and Helm Avenue (8).

There are no other pedestrian facilities currently provided within the study area.

Bicycle Facilities

Bike lanes are not currently provided within the study area.

Transit Facilities

The Utah Transit Authority (UTA) provides public transportation within the study area and serves the Salt Lake City metropolitan area.

UTA Route 39, which provides east-west service, and Route 200, which provides north-south service, operate within the immediate study area and are both located within a 10-miute walking distance of the proposed development.

4. EXISTING CONDITIONS

4.1. EXISTING LAND USE

The proposed VA Salt Lake City Outpatient Clinic development is located on the following parcel numbers (APN): 16-31-178-002-0000, 16-31-178-001-0000, 16-31-152-015-0000, 16-31-152-014-0000, 16-31-152-012-0000, 16-31-152-011-0000, 16-31-152-003-0000. Currently, it is developed with a 24,207 square-foot (SF) RV dealership (Legacy RV Center) and a 3,936 SF used car dealership (Hertz Car Sales). According to the *SSLC Zoning Map* reports that the site is zoned Commercial Corridor (CC), except for APN 16-31-152-012-0000, which is zoned Residential Single Family (R-1).

See **Appendix B** for detailed parcel information.

4.2. EXISTING TRAFFIC COUNTS

A local data collection firm, All Traffic Data Services, LLC, was utilized to collect traffic counts at the study intersections on Tuesday, April 14, 2026. Typical weekday turning movement counts were obtained during the AM (7:00 to 9:00 am) and PM (4:00 to 6:00 pm) peak hours at the following intersections:

- State Street and Helm Avenue (1)
- State Street and 3750 S (2)
- State Street and Rigdon Avenue (3)
- State Street and 3900 S (4)
- Secord Street and Rigdon Avenue (5)
- 200 E and Helm Avenue (6)
- 200 E and Rigdon Avenue (7)
- 300 E and Helm Avenue (8)
- 300 E and Rigdon Avenue (9)

Additionally, bi-directional tube counts for 24-hours in 15-minute intervals were along the following roadway segments:

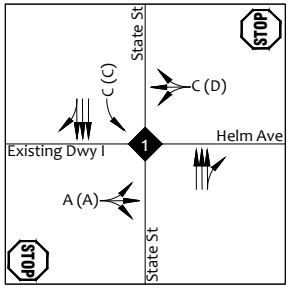
- State Street, south of Helm Avenue
- Helm Avenue, east of State Street
- 200 E, south of Helm Avenue
- Secord Street, north of Rigdon Avenue

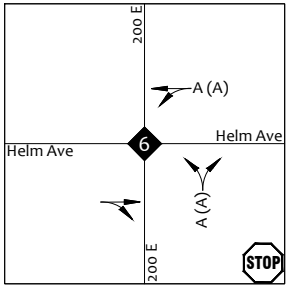
The turning movement counts were then analyzed for the highest 1-hour within each time period. The following peak hours were analyzed throughout this study.

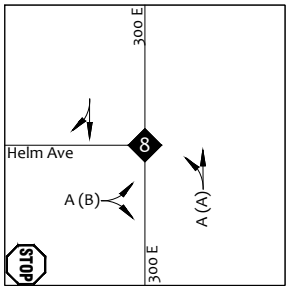
AM Peak Hour	7:00 am – 8:00 am
PM Peak Hour	4:00 pm – 5:00 pm

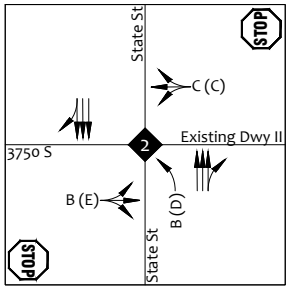
See **Appendix C** for detailed count data. See **Figure 4** for the existing AM and PM peak hour weekday traffic volumes.

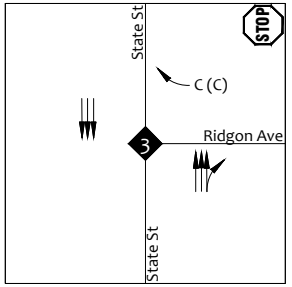


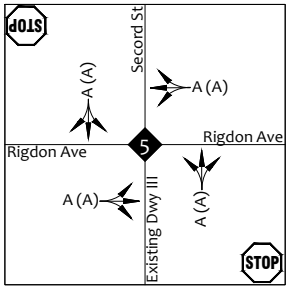


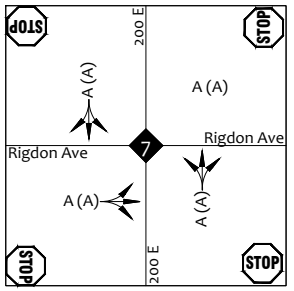


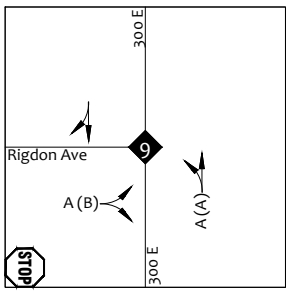


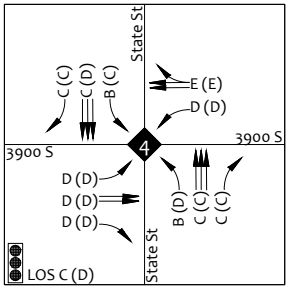












LEGEND

AM (PM)	Peak Hour Capacity Analysis
X	Intersection
	Lane Configuration

FIGURE 5 | EXISTING CAPACITY ANALYSIS

4.3.EXISTING CAPACITY ANALYSIS

The existing conditions capacity analysis was completed for the existing study intersections using the methodology presented in the *7th Edition of the Highway Capacity Manual (HCM)*. Traffic analysis software, Synchro Version 12, was used to perform the analyses based on signal timing provided by the Utah Department of Transportation. Existing peak hour factors (PHF) were used. U turn movements were evaluated as left turns as Synchro does not explicitly analyze U turns. See **Appendix D** for the existing signal timing.

Table 1 is from the *7th Edition of the Highway Capacity Manual* Exhibit 19-8 and 20-2, which lists the Level of Service (LOS) thresholds for signalized and stop-controlled intersections.

Table 1 – Level of Service Criteria

Level of Service (LOS)	Control Delay per Vehicle (s/veh)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10	0 - 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

The results of the capacity analysis reveal that all the study intersections and movements operate at LOS D or better, except the following:

State Street and 3750 S/ Existing Driveway II (2)

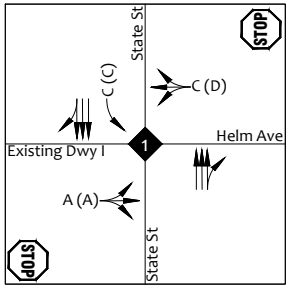
- Eastbound shared left-through-right operates at LOS E during the PM peak hour

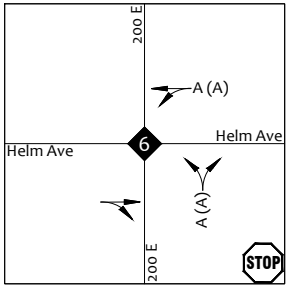
State Street and 3900 S (4)

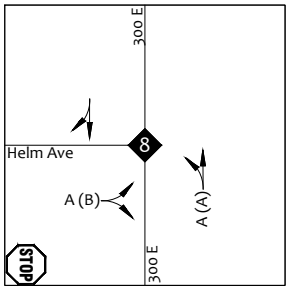
- Westbound shared through-right operates at LOS E during the AM and PM peak hour

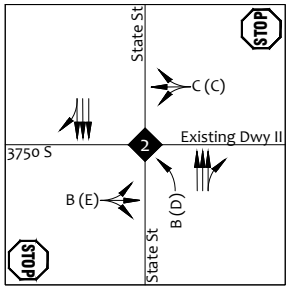
See **Figure 5** for the existing AM and PM peak hour capacity analysis. The detailed capacity analysis sheets can be found in **Appendix E**.

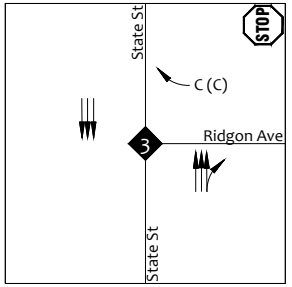


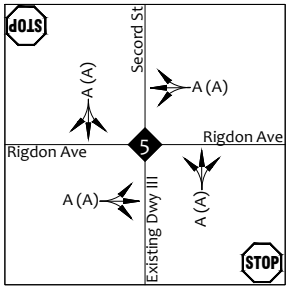


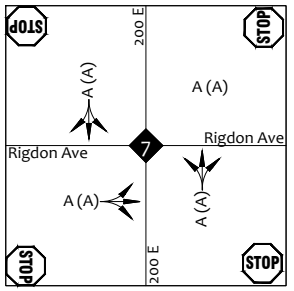


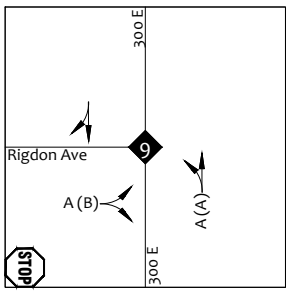


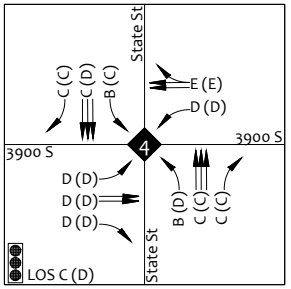












LEGEND

AM (PM)	Peak Hour Capacity Analysis
X	Intersection
	Lane Configuration

FIGURE 5 | EXISTING CAPACITY ANALYSIS

5. PROJECTED TRAFFIC

5.1. TRIP GENERATION

The trip generation for the proposed development was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation Manual, 12th Edition*. This publication is the standard for the transportation engineering profession. Detailed trip generation calculations are provided in **Appendix F**.

5.1.1. TRIP GENERATION - PROPOSED DEVELOPMENT

The trip generation of the proposed development was calculated utilizing ITE Code 720 – Medical-Dental Office (Stand-Alone). The trip generation calculations of the proposed development are shown in **Table 1**.

Table 2 – Trip Generation - Proposed Development

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Medical-Dental Office Building (Stand-Alone)	720	205	Employees	2,415	254	178	76	193	87	106

The proposed development is anticipated to generate a total of 2,415 new daily weekday trips with 254 trips during the AM peak hour and 193 trips during the PM peak hour.

5.1.2. TRIP GENERATION – EXISTING DEVELOPMENT

The trip generation for the existing development was calculated utilizing ITE Code 841 – Automobile Sales (Used). The trip generation calculations of the existing development are shown in **Table 3**.

Table 3 – Trip Generation - Existing Development

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Automobile Sales (Used)	841	28.143	1000 SF GFA	762	60	45	15	106	50	56

The existing development generates approximately 762 weekday trips, with 60 trips during the AM peak hour and 106 trips during the PM peak hour.

5.1.3. TRIP GENERATION COMPARISON - PROPOSED VS. EXISTING DEVELOPMENT

The trip generation of the proposed development was compared to the trip generation of the existing development, as show in **Table 4**.

Table 4 – Trip Generation Comparison – Proposed vs. Existing Development

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Medical-Dental Office Building (Stand-Alone)	720	205	Employees	2,415	254	178	76	193	87	106
Total Trips -Proposed Development				**2,415**	**254**	**178**	**76**	**193**	**87**	**106**
Automobile Sales (Used)	841	28.143	1000 SF GFA	762	60	45	15	106	50	56
Total Trips - Existing Development				**762**	**60**	**45**	**15**	**106**	**50**	**56**
Difference				**1,653**	**194**	**133**	**61**	**87**	**37**	**50**

Compared to the existing development, the proposed development is anticipated to generate 1,653 more weekday trips with 194 new trips during the AM peak hour and 87 new trips during the PM peak hour.

5.2. TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution procedure determines the general pattern of travel for vehicles entering and leaving the proposed development. The trip distribution for the proposed development is based on the distribution of the existing traffic along the surrounding roadway network, permitted movements at the proposed site driveways, and probable routes.

The trip distribution is shown in **Figure 6.** The trip assignment was based on proximity of driveways, permitted turning movements, and the ease and probability of use. The site generated traffic volumes are shown in **Figure 7**.

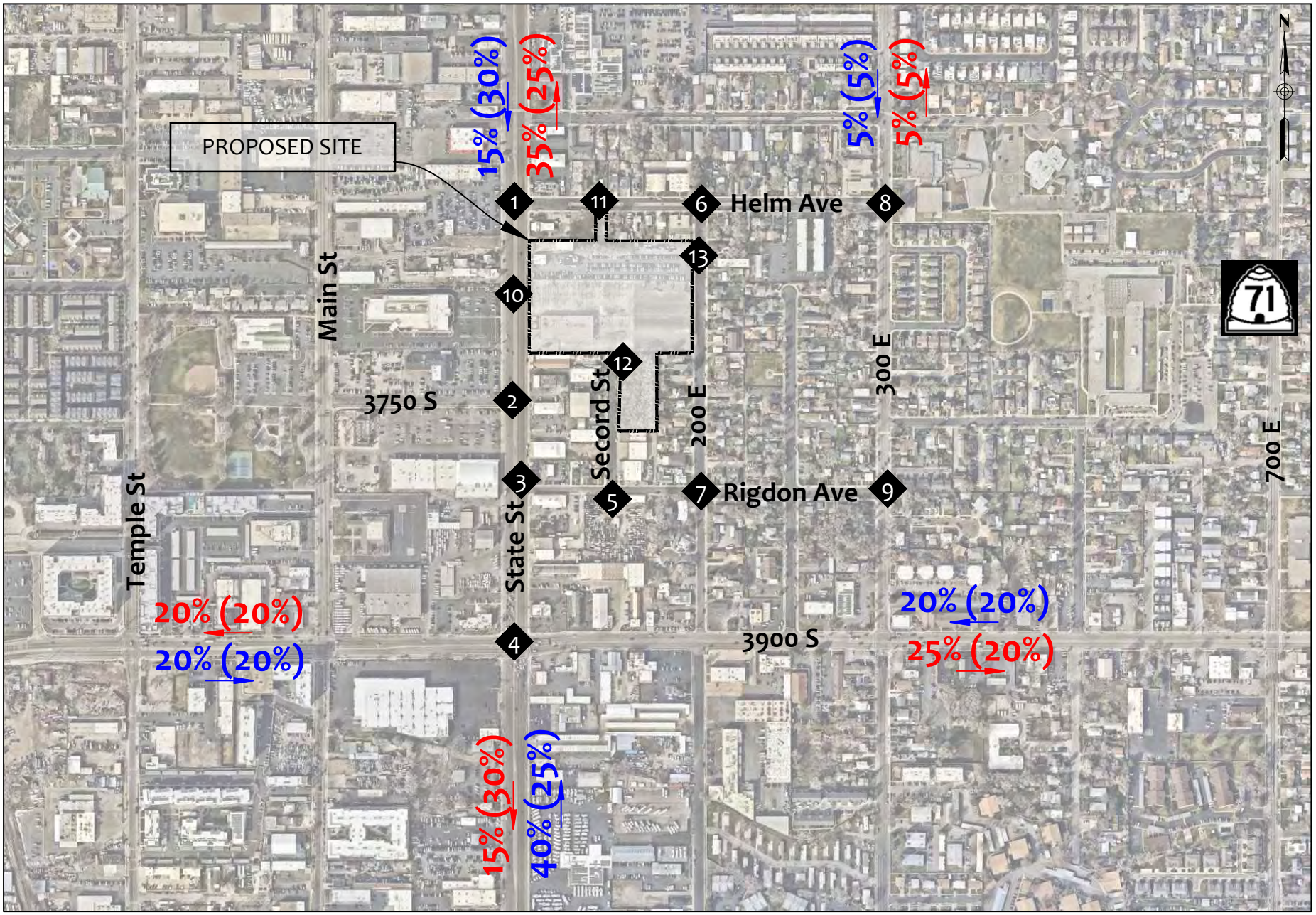
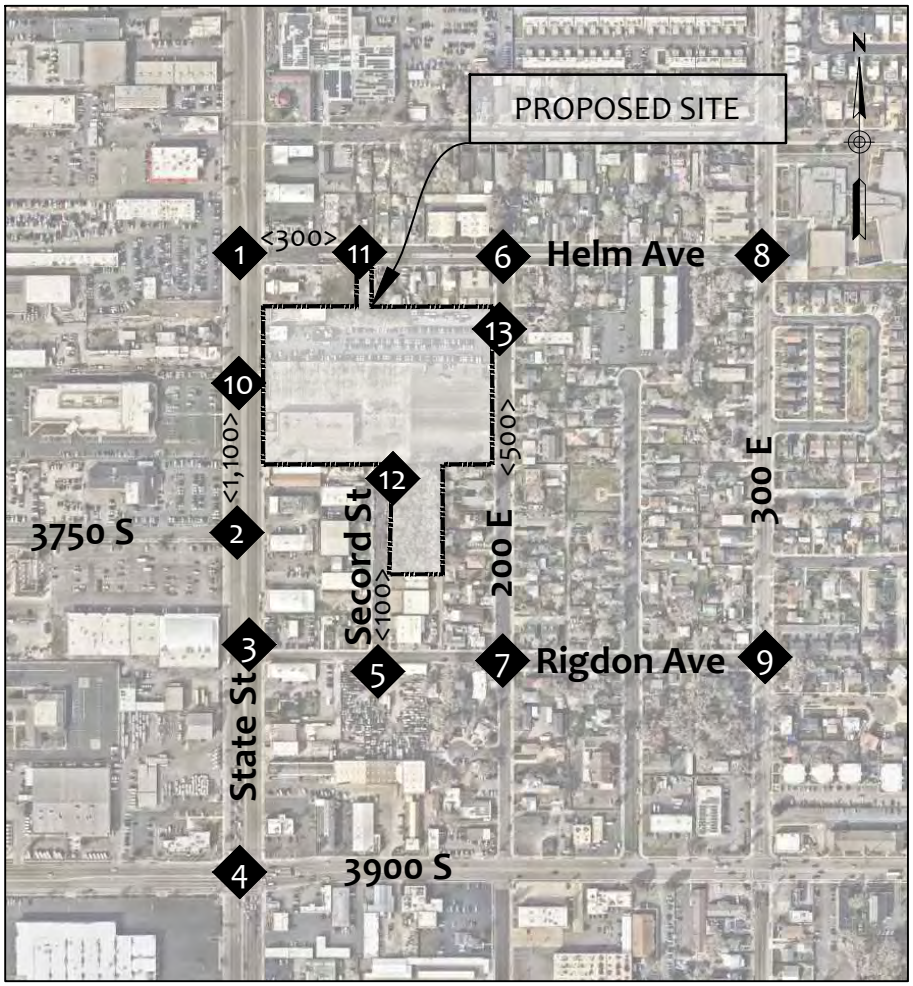
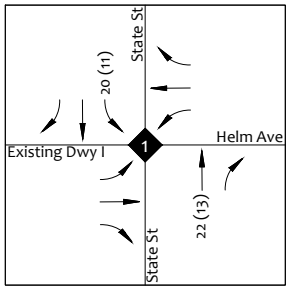


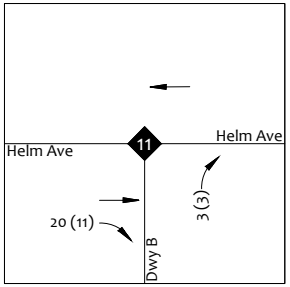
FIGURE 6 | TRIP DISTRIBUTION

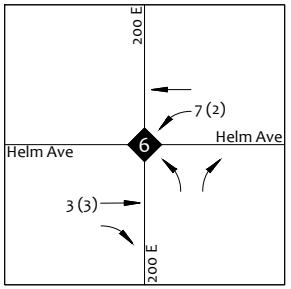


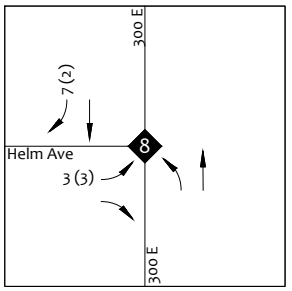
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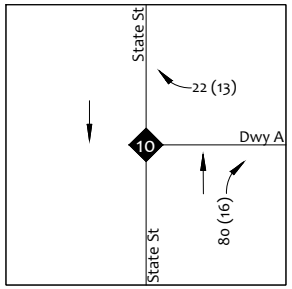
AM (PM)	Peak Hour Traffic Volumes
X	Intersection
<ADT>	Average Daily Traffic

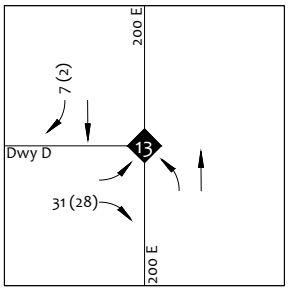


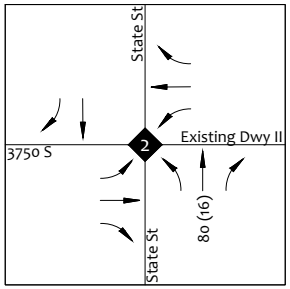


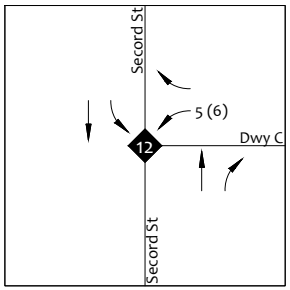


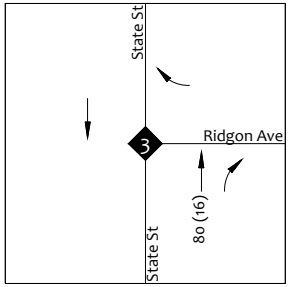


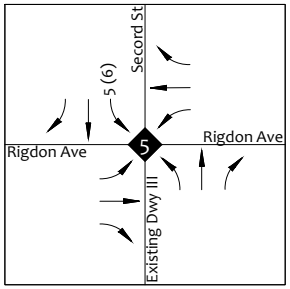


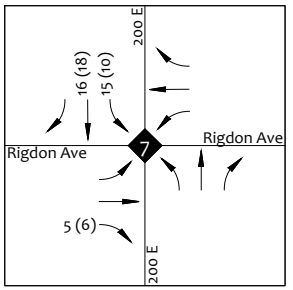


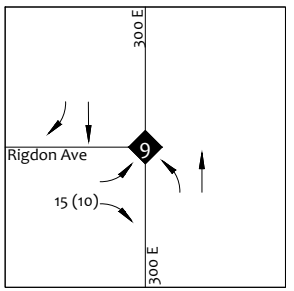












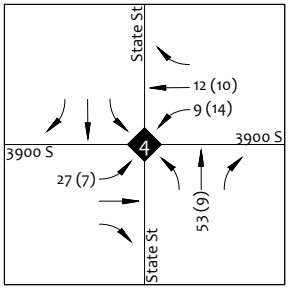


FIGURE 7 | NEW SITE TRAFFIC VOLUMES

6. FUTURE CONDITIONS (YEAR 2028)

The proposed development is scheduled for opening and completion in the year 2028. This section analyzes the anticipated impacts of the proposed development on the surrounding roadway network during the opening year 2028.

6.1. YEAR 2028 ROADWAY NETWORK

The roadway improvements described below are anticipated to be implemented in 2028 in conjunction with the buildout of the proposed development. All improvements will be the responsibility of the developer.

State Street and Driveway A (10)

- Construction of a RIRO driveway, located along State Street, approximately 335 feet south of Helm Avenue (centerline to centerline)
- Installation of a stop sign on the westbound approach

Helm Avenue and Driveway B (11)

- Construction of a RIRO driveway located along Helm Avenue, approximately 355 feet east of State Street (centerline to centerline)
- Installation of a stop sign on the northbound approach

Secord Street and Driveway C (12)

- Construction of a full-access driveway, located along Secord Street, approximately 460 feet north of Rigdon Avenue (centerline to centerline)
- Installation of a stop sign on the westbound approach

200 E and Driveway D (13)

- Construction of a full-access driveway, located along 200 E, approximately 185 feet south of Helm Avenue (centerline to centerline)
- Installation of a stop sign on the eastbound approach

6.2. YEAR 2028 NO BUILD TRAFFIC VOLUMES

According to the *South Salt Lake General Plan Update* (August 17, 2021), South Salt Lake City had a population of 26,794 in 2020. It is projected that the population will reach 36,638 in the year 2040. This results in an average annual growth rate of 1.6%. Accordingly, an 1.6% annual growth rate will be applied to existing traffic counts to project future traffic volumes.

See **Figure 8** for the year 2028 no build traffic volumes.

6.3.YEAR 2028 BUILD TRAFFIC VOLUMES

When the site traffic volumes (**Figure 7**) are added to the 2028 no build traffic volumes (**Figure 8**), the result is the 2028 build traffic volumes. The year 2028 build traffic volumes are shown in **Figure 9**.

6.4. YEAR 2028 NO BUILD CAPACITY ANALYSIS

The capacity and level of service for the study area intersections were evaluated for the 2028 no build traffic volumes (**Figure 8**). The signal timing splits were adjusted for future traffic volumes, and the PHFs for future conditions were assumed to be 0.92 as directed by South Salt Lake City staff.

The results of the year 2028 no build capacity analysis are shown in **Figure 10**. The results of the capacity analysis reveal that all movements are expected to operate at a LOS D or better, with the exception of the following:

State Street and 3750 S/ Existing Driveway II (2)

- Eastbound shared left-through-right operates at LOS F during the PM peak hour
- Northbound left operates at LOS E during the PM peak hour

This condition is typical of unsignalized access points on high volume roadways, where heavily opposing traffic limits acceptable gaps for left turns during peak periods. As a result, increased delays are expected. Drivers may adjust by using alternative routes, reducing demand for these constrained movements.

The detailed capacity analysis sheets can be found in **Appendix G**.

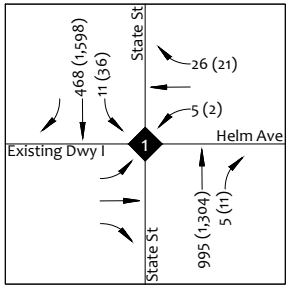
6.5. YEAR 2028 BUILD CAPACITY ANALYSIS

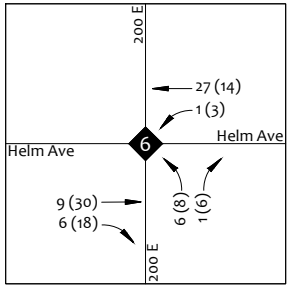
The capacity and level of service for the study area intersections were evaluated for the year 2028 build traffic volumes (**Figure 9**). The signal timing splits were adjusted for future traffic volumes, and the PHFs for future conditions were assumed to be 0.92 as directed by South Salt Lake City staff.

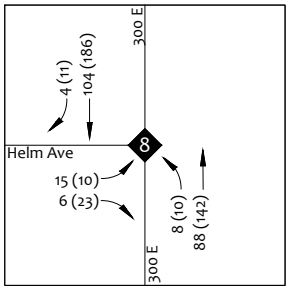
The results of the year 2028 build capacity analysis are shown in **Figure 11**. All movements are expected to operate at a LOS D or better or are maintained at the 2028 no build level of service.

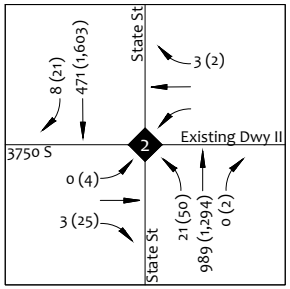
The detailed capacity analysis sheets can be found in **Appendix H**.

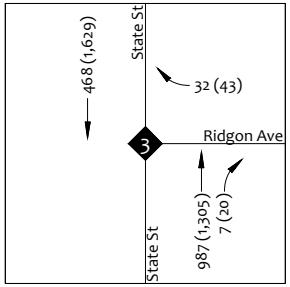


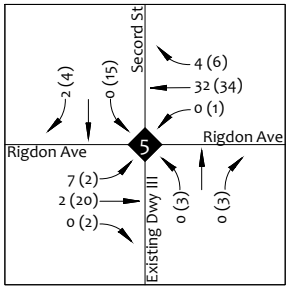


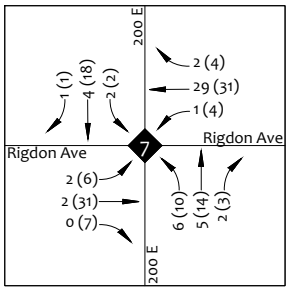


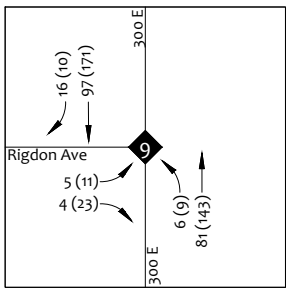


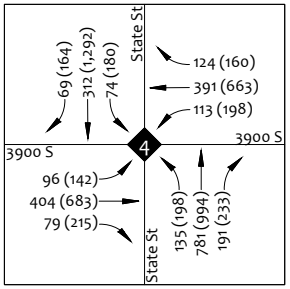








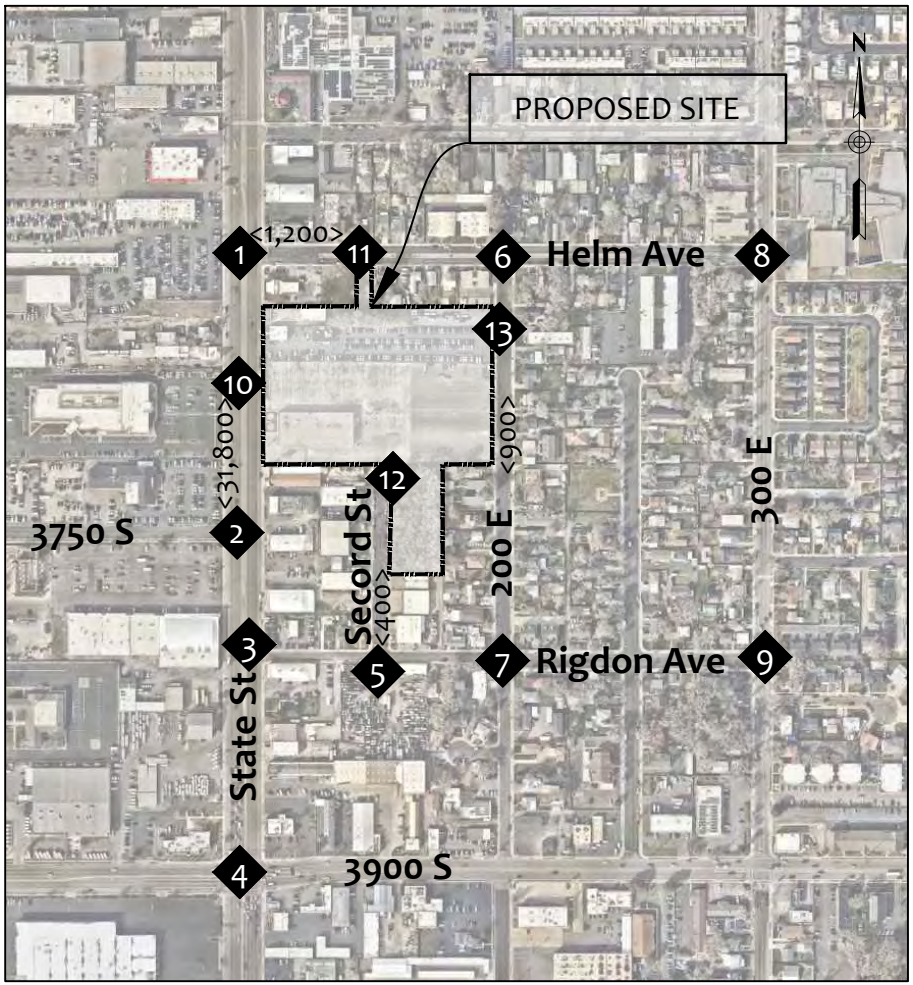




LEGEND

AM (PM)	Peak Hour Traffic Volumes
X	Intersection
<ADT>	Average Daily Traffic

FIGURE 8 | YEAR 2028 BACKGROUND TRAFFIC VOLUMES



LEGEND

AM (PM)	Peak Hour Traffic Volumes
X	Intersection
<ADT>	Average Daily Traffic

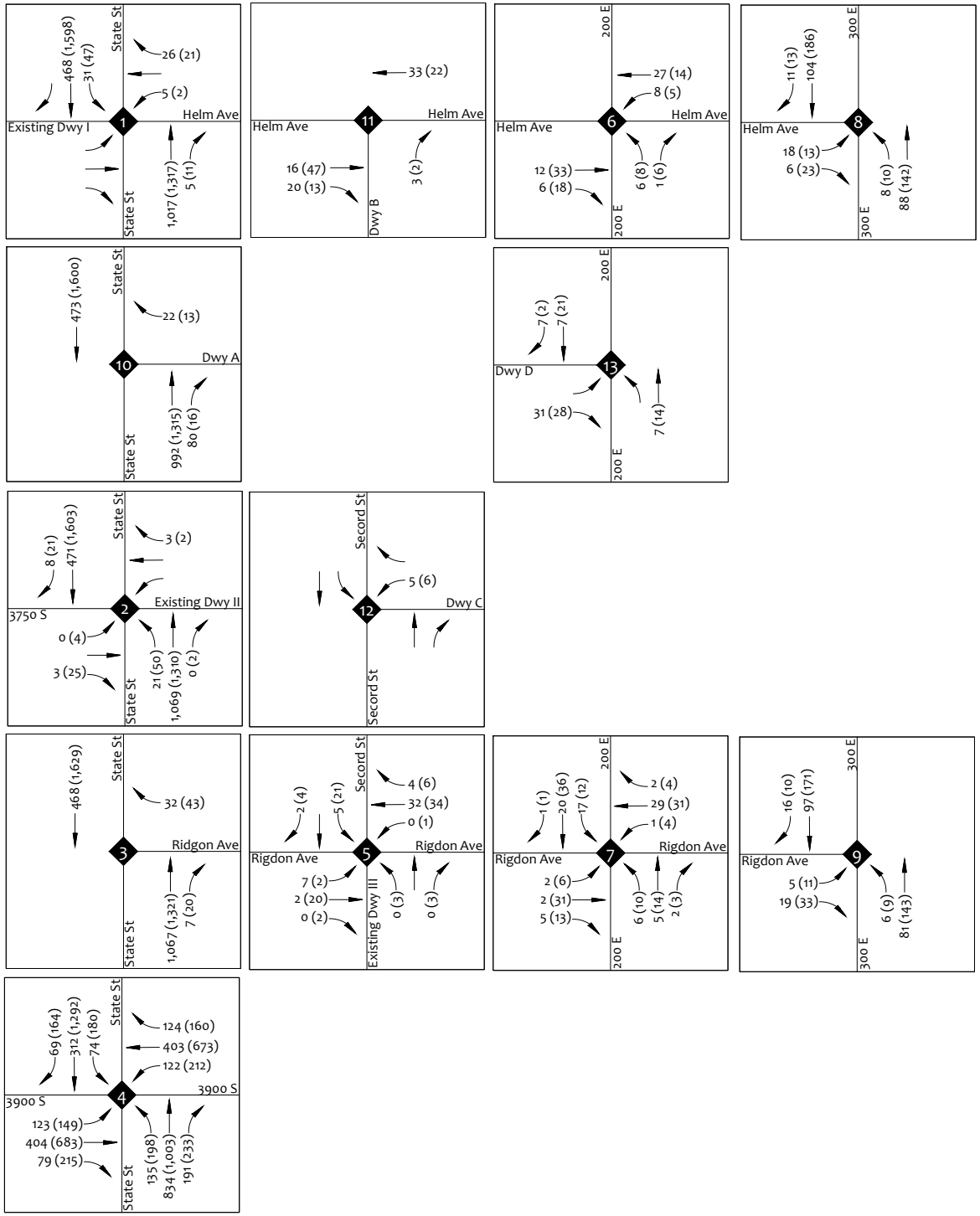
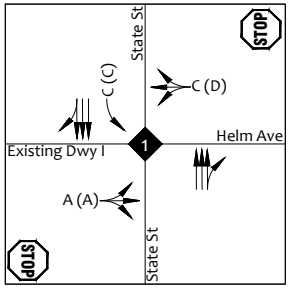
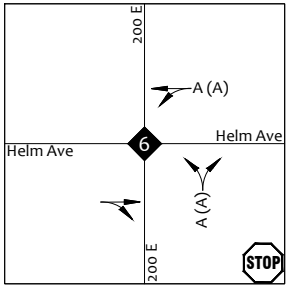
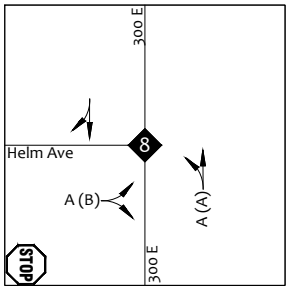


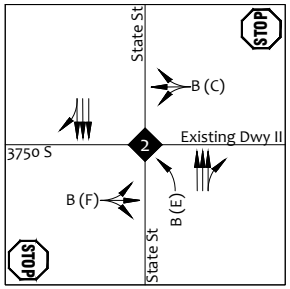
FIGURE 9 | YEAR 2028 BUILD TRAFFIC VOLUMES

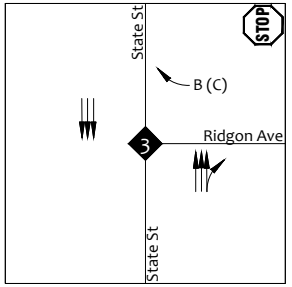


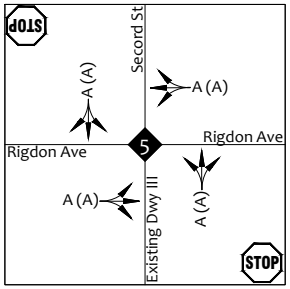


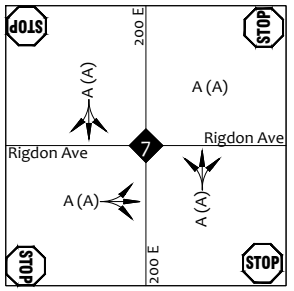


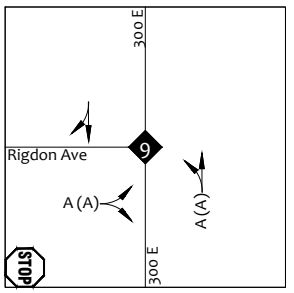


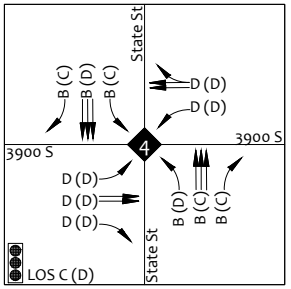












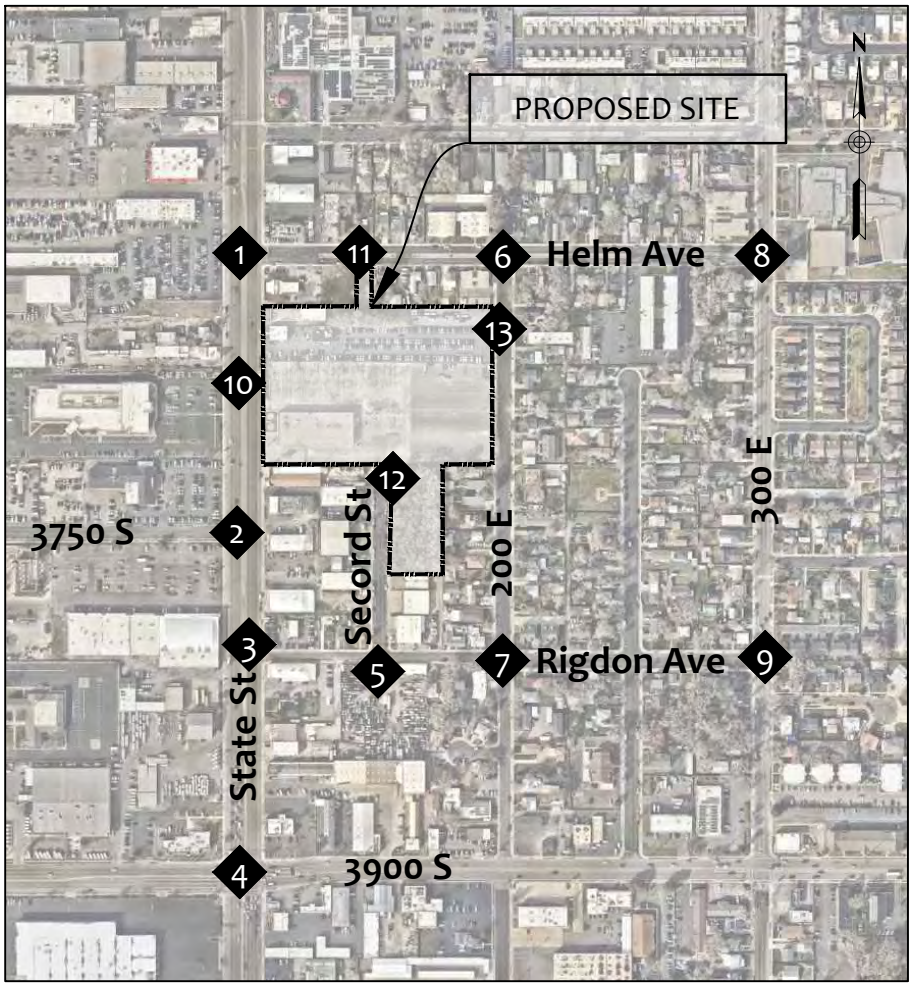
LEGEND

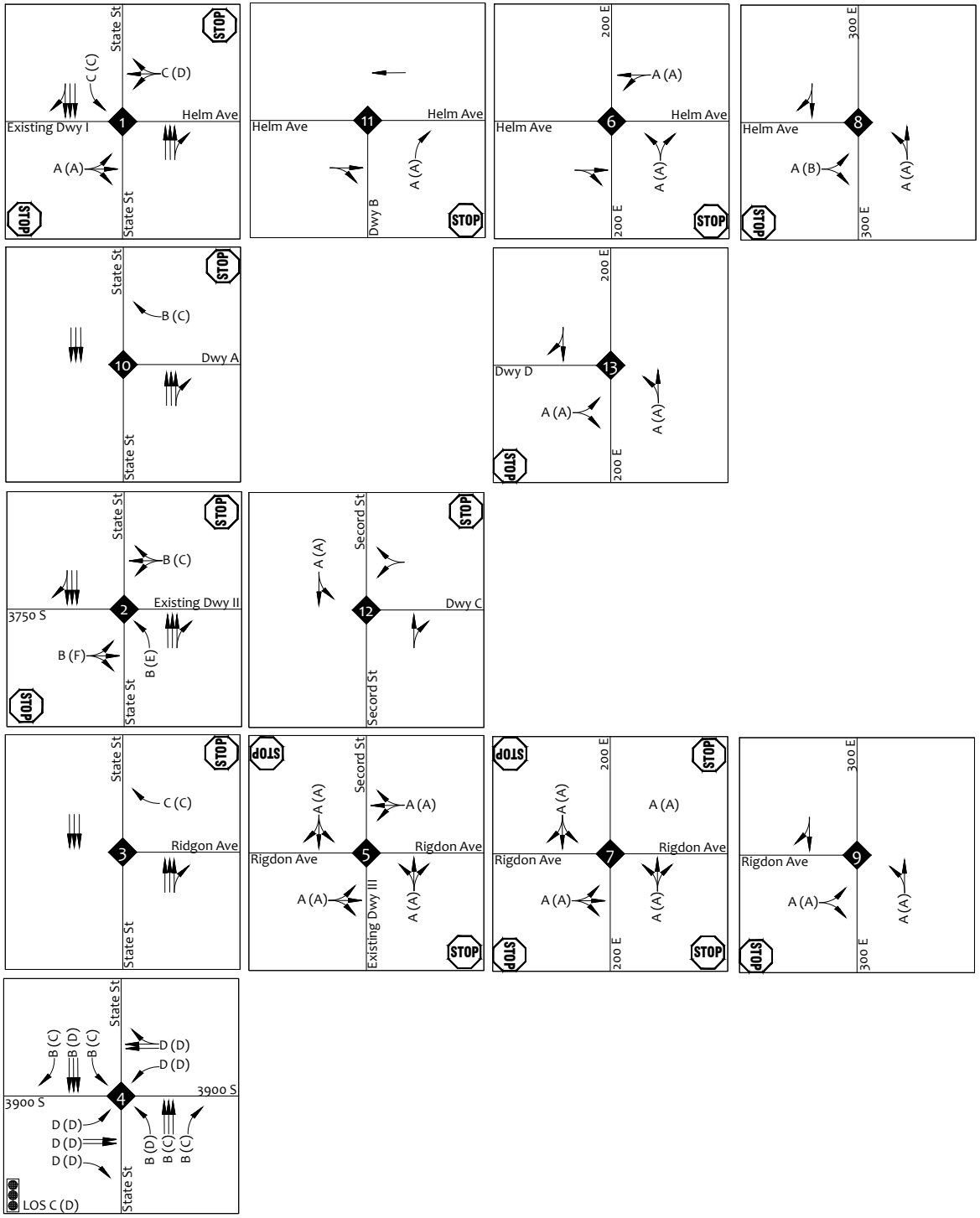
AM (PM) Peak Hour Capacity Analysis

X Intersection

Lane Configuration

FIGURE 10 | YEAR 2028 NO BUILD CAPACITY ANALYSIS





LEGEND

AM (PM)	Peak Hour Capacity Analysis
X	Intersection
	Lane Configuration

FIGURE 11 | YEAR 2028 BUILD CAPACITY ANALYSIS

7. QUEUE ANALYSIS

A queueing analysis was performed using the 95th percentile queue lengths reported by *Synchro* for the year 2028 build capacity scenario, supplemented by AASHTO. Storage lane lengths were evaluated based on the average peak hour volumes. See **Table 5**.

Table 5 – Queue Analysis

Intersection	Traffic Control	Movement	Volumes		Queue Storage (ft)				
			AM	PM	AASHTO	95th %tile	Average	Existing	Recommended
State St and Helm Ave/Existing Dwy I (1)	Stop	SBL	31	47	50	25	50	110	Existing
State St and 3900 S (4)	Signal	EBL	123	149	170	163	175	335	Existing
		WBL	122	212	209	200	225	135*	Existing

Additional storage provided within TWLTL*

8. RECOMMENDATIONS & CONCLUSIONS

The proposed VA Salt Lake City Outpatient Clinic development will consist of a Veterans Affairs (VA) outpatient medical clinic with approximately 205 employees and is anticipated to open in 2028.

Operational analysis indicates that all existing access points are expected to operate at acceptable levels of service under 2028 build year conditions. The existing turn lane storage lengths provide sufficient storage to accommodate the projected site traffic volumes.

The proposed development is anticipated to generate 1,653 new weekday trips with 194 new AM peak hour trips and 87 new PM peak hour trips, compared to the existing development.

The following is recommended:

- **State Street and Driveway A (10)**
  - Construction of a RIRO driveway, located along State Street, approximately 335 feet south of Helm Avenue (centerline to centerline)
  - Installation of a stop sign on the westbound approach

- **Helm Avenue and Driveway B (11)**
  - Construction of a RIRO driveway located along Helm Avenue, approximately 355 feet east of State Street (centerline to centerline)
  - Installation of a stop sign on the northbound approach

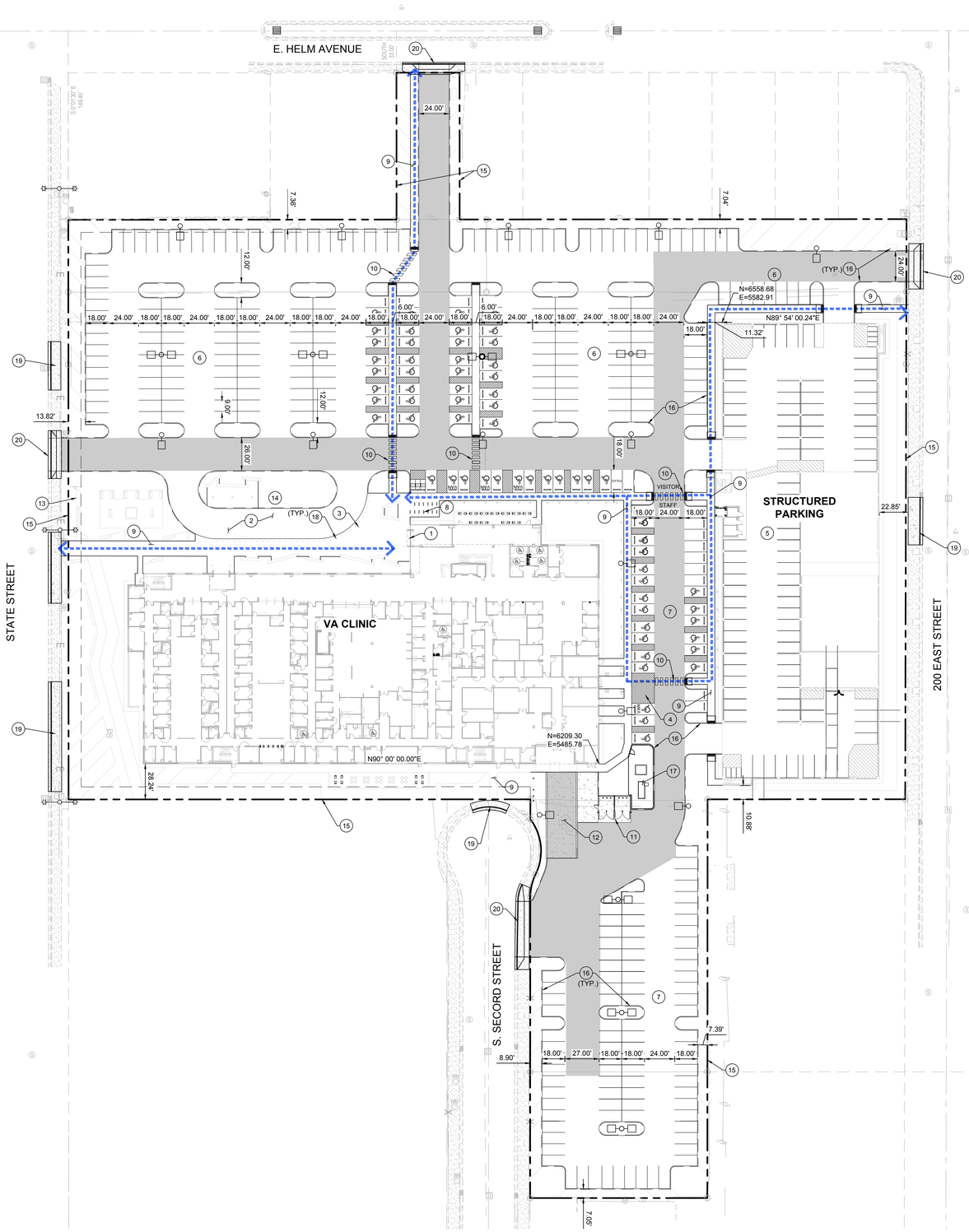
- **Secord Street and Driveway C (12)**
  - Construction of a full-access driveway, located along Secord Street, approximately 460 feet north of Rigdon Avenue (centerline to centerline)
  - Installation of a stop sign on the westbound approach

- **200 E and Driveway D (13)**
  - Construction of a full-access driveway, located along 200 E, approximately 185 feet south of Helm Avenue (centerline to centerline)
  - Installation of a stop sign on the eastbound approach

- **Monitor and Adjust Signal Timing**

It is the responsibility of the agency that operates the traffic signals in the study area to monitor traffic patterns and make any signal timing adjustments, as necessary.

Appendix A – Proposed Site Plan



LEGEND

- PROPERTY BOUNDARY
- PROPERTY SETBACK
- ADA ACCESSIBLE ROUTE
- ACCESSIBLE PARKING AREA
- WHEEL STOP
- HEAVY DUTY ASPHALT PAVEMENT

SITE KEYNOTES

1. MAIN ENTRANCE
2. PATIENT DROP-OFF AREA
3. OVERHEAD CANOPY
4. AMBULANCE DROP-OFF AREA AND OVERHEAD CANOPY
5. PARKING STRUCTURE (2 LEVELS)
6. VISITOR / PATIENT PARKING
7. STAFF PARKING
8. BICYCLE PARKING
9. CONCRETE SIDEWALK
10. PEDESTRIAN CROSSWALK
11. TRASH COMPACTOR/TRASH ENCLOSURE
12. LOADING DOCK
13. MONUMENT SIGN
14. FLAG PLAZA
15. PROPERTY LIMITS
16. CURB
17. MECHANICAL YARD
18. BOLLARD
19. REMOVE EXISTING DRIVEWAY
20. NEW DRIVEWAY

PARKING SUMMARY

SSLC PARKING REQUIREMENTS

COMMERCIAL / MEDICAL CLINIC: 4 SPACES / 1,000 S.F. (BUILDING)
= 112,595 S.F. / 1,000 S.F. * 4 SPACES = 451 PARKING SPACES REQUIRED

600 PROVIDED

BICYCLE PARKING: 1 BIKE SPACE / 25 PARKING SPACES
= 600 / 25 = 24 BICYCLE SPACES REQUIRED

26 PROVIDED

VA PARKING REQUIREMENTS

- 350 PATIENT/VISITOR SPACES
  - 305 STANDARD
  - 35 HANDICAPPED
  - 4 VAN ACCESSIBLE
  - 6 MOTORCYCLE
- 250 STAFF SPACES
  - 222 STANDARD
  - 25 HANDICAPPED
  - 3 MOTORCYCLE

OVERALL TOTAL = 600 PARKING SPACES
- 527 STANDARD
- 60 HANDICAPPED
- 4 VAN ACCESSIBLE
- 9 MOTORCYCLE

PROPOSED PARKING PROVIDED

OVERALL TOTAL = 600 PARKING SPACES
- 527 STANDARD
- 60 HANDICAPPED
- 4 VAN ACCESSIBLE
- 9 MOTORCYCLE

SURFACE PARKING = 362 PARKING SPACES
- 295 STANDARD
- 60 HANDICAPPED
- 4 VAN ACCESSIBLE
- 3 MOTORCYCLE

PARKING STRUCTURE = 238 PARKING SPACES
- 232 STANDARD
- 6 MOTORCYCLE

600 PROVIDED = 600 REQUIRED

1 **CIVIL SITE PLAN**
1" = 40'

GRAPHIC SCALE 1" = 40'

DID #2

Revision Schedule		
Number	Description	Date

DEVELOPERS:
MOLASKY DEVELOPMENT
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:
Layton Construction
9090 S Sandy Parkway
Sandy, UT 84070
Telephone: +1 801 568 9090
https://www.laytonconstruction.com

Stamp:

ARCHITECT: PERKINS EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS:
walter p moore
IMEG
ATWELL
SES SPECIALIZED ENGINEERING SOLUTIONS

Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: **OVERALL SITE PLAN**
Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)
Location: SOUTH SALT LAKE CITY, UT Scale: AS SHOWN
Date: 02/13/2026 Checked: BL Drawn: EF

Project Number: 36C10F24L0010
Building Number:
Drawing Number: **C-200**

Autodesk Docs://VA Salt Lake City CBOC/0107650_VASLC_ARCH_R24.rvt
12/5/2025 10:48:14 AM

Appendix B – Parcel Information

Parcel	16-31-152-011-0000
Owner	T. AND S. WATKINS FAMILY LLC
Address	3679 S STATE ST
Total Acreage	0.45
Above Ground sqft.	
Property Type	575 - RETAIL-STORE
Tax District	14B

Value History

	Rec.	Land Value	Building Value	Market Value	Taxable Value*	Tax Rate
2025		$ 664,500	$ 382,800	$ 1,047,300	$ 1,047,300	
2024	1	$ 605,400	$ 353,100	$ 958,500	$ 958,500	.0115970
	90	$ 605,400	$ 353,100	$ 958,500	$ 958,500	
2023	1	$ 438,100	$ 378,500	$ 816,600	$ 816,600	.0117090
2022	1	$ 324,400	$ 27,700	$ 352,100	$ 352,100	.0118120
2021	1	$ 302,200	$ 23,800	$ 326,000	$ 326,000	.0121100
2020	1	$ 302,200	$ 19,700	$ 321,900	$ 321,900	.0127060

*before Board of Equalization



Land Record 16-31-152-011-0000

Record ID 1		Influence Effect		Lot Shape	REGULAR	Traffic	HEAVY
Lot Use	COMMERCIAL	Assmt. Class	COM-SECONDRY	Lot Location	INTERIOR	Traffic Influence	TYPICAL
Lot Type	PRIMARY-FRNT	Lot Depth	229	Neighborhood	7990	Street type	HIGHWAY
Land Class		Acres	0.30	Nbhd Type	STATIC	Street Finish	PAVED
Income Flag	YES	Zone	CC	Nbhd Effect	TYPICAL	Curb Gutter	Y
Seasonal use		Sewer	PUBLIC	Topography	LEVEL	Sidewalk	Y
Influence Type		Number Lots					

Record ID 2		Influence Effect		Lot Shape	REGULAR	Traffic	HEAVY
Lot Use	COMMERCIAL	Assmt. Class	COM-SECONDRY	Lot Location	INTERIOR	Traffic Influence	TYPICAL
Lot Type	PRIMARY-SQFT	Lot Depth	115	Neighborhood	7990	Street type	HIGHWAY
Land Class		Acres	0.15	Nbhd Type	STATIC	Street Finish	PAVED
Income Flag	NO	Zone	CC	Nbhd Effect	TYPICAL	Curb Gutter	Y
Seasonal use		Sewer	PUBLIC	Topography	LEVEL	Sidewalk	Y
Influence Type		Number Lots					

Commercial Section	101	102
Number of Occurances		
Building Number		*3308
Class	C	C
Depreciation Grade	F	F
Tenant Apeal	A	A
Exterior Wall type	BL	BL
Foundation	Y	Y
Perimeter	150	150
Stories	1.0	1.0
Street Height	12	12
Ground Floor Area	3600	2800
% office		
Year Built	1972	1972
Effective Year Built	1987	1987
Year Remodeled		
Economic Life	40	40
Remaining Eco. Life	4	5
Land Building ratio	2.04	2.04
Rental Class	C	C

Commercial Group	101-1	102-1
Commercial Use	750	940
Cost Grade	F	F
Inside Grade	F	F
Outside Grade	F	F
Over all Condition	P	P

Commercial Group	101-1	102-1
Inside Condition	P	P
Outside Condition	P	P
Base Floor	1	1
Base Floor Area	3600	2800
Number of Floors	1	1
Additional Floor Area		
Total Floor Area	3600	2800
Lighting	F	F
Heating/Cooling type 1	FA	FA
Heating/Cooling type 2		
Partitioning		
Total Income Area	3600	2800
Total Number of Income U.	1	1
Average Inc Unit Size	3600	2800
Percent Heated 1	100	100
Percent Heated 2		
Percent Sprinklers		
Rentable Square Footage	3600	2800
Number of Units		

Detached Structure					16-31-152-011-0000
Structure	PVNG-ASPHALT	Effective Year Built	2008	Replacement Cost New	$ 11,771
Description	PVNG-ASPHA	Actual Year Built		Replacement Cost New, Less Depreciation	$ 2,354
Assessment Class	COM-SECONDRY	Quality	FAIR		
Units	SQUARE-FEET	Condition	POOR	Sound Value	$ 500
Measure 1	3402	Income Flag	Y	Building Number	
Measure 2	1				

Legal Description	16-31-152-011-0000
COM 2 RD E & S 0^04' E 114.70 FT FR NW COR LOT 4 BLK 17 10 AC PLAT A BIG FIELD SUR N 89^55' E 331.23 FT S 0^04' E 57.42FT S 89^55' W 331.23 FT N 0^04' W 57.42 FT TO BEG 0.45 AC 6869-2615 6998-1305 08119-1345 10645-1720	

Click here for Classic Parcel Details Page Search Again?

This page shows the assessor's CAMA data, as it was, on May 22, 2025.

Parcel	16-31-152-003-0000
Owner	T & S WATKINS FAMILY LLC
Address	138 E HELM AVE
Total Acreage	0.13
Above Ground sqft.	
Property Type	911 - RES LOT
Tax District	14B

Value History

	Rec.	Land Value	Building Value	Market Value	Taxable Value*	Tax Rate
2025		$ 122,600	$ 0	$ 122,600	$ 122,600	
2024	1	$ 116,000	$ 0	$ 116,000	$ 116,000	.0115970
2023	1	$ 111,500	$ 0	$ 111,500	$ 111,500	.0117090
2022	1	$ 109,400	$ 0	$ 109,400	$ 109,400	.0118120
2021	1	$ 86,200	$ 0	$ 86,200	$ 86,200	.0121100
2020	1	$ 77,000	$ 0	$ 77,000	$ 77,000	.0127060

*before Board of Equalization

No images found

Land Record 16-31-152-003-0000

Record ID 1		Influence Effect		Lot Shape	REGULAR	Traffic	LIGHT
Lot Use	RESIDENTIAL	Assmt. Class	RES-SECONDRY	Lot Location	INTERIOR	Traffic Influence	TYPICAL
Lot Type	PRIMARY-LOT	Lot Depth		Neighborhood	264	Street type	TWO-WAY
Land Class		Acres	0.13	Nbhd Type	STATIC	Street Finish	PAVED
Income Flag		Zone	D-2	Nbhd Effect	TYPICAL	Curb Gutter	Y
Seasonal use		Sewer	PUBLIC	Topography	LEVEL	Sidewalk	Y
Influence Type		Number Lots	1				

Legal Description 16-31-152-003-0000

COM 1.76 FT N & 293 FT E FR NW COR LOT 4 BLK 17 10 AC PLAT ABIG FIELD SUR S 116.46 FT E 50 FT N 116.46 FT W 50 FT TO BEG0.13 AC 6926-0929 6933-902 8773-5588

Click here for Classic Parcel Details Page Search Again?

This page shows the assessor's CAMA data, as it was, on May 22, 2025.

Parcel	16-31-152-012-0000
Owner	T & S WATKINS FAMILY LLC
Address	3648 S 200 E
Total Acreage	0.45
Above Ground sqft.	
Property Type	905 - COMM-VACANT
Tax District	14B

Value History

	Rec.	Land Value	Building Value	Market Value	Taxable Value*	Tax Rate
2025		$ 325,200	$ 44,200	$ 369,400	$ 369,400	
2024	1	$ 296,300	$ 46,800	$ 343,100	$ 343,100	.0115970
2023	1	$ 214,400	$ 45,200	$ 259,600	$ 259,600	.0117090
2022	1	$ 192,000	$ 0	$ 192,000	$ 192,000	.0118120
2021	1	$ 151,300	$ 0	$ 151,300	$ 151,300	.0121100
2020	1	$ 135,100	$ 0	$ 135,100	$ 135,100	.0127060

*before Board of Equalization



Land Record 16-31-152-012-0000

Record ID 1		Influence Effect		Lot Shape	REGULAR	Traffic	LIGHT
Lot Use	COMMERCIAL	Assmt. Class	COM-SECONDRY	Lot Location	INTERIOR	Traffic Influence	TYPICAL
Lot Type	SECNDRY-FRNT	Lot Depth	338	Neighborhood	7990	Street type	TWO-WAY
Land Class		Acres	0.45	Nbhd Type	STATIC	Street Finish	PAVED
Income Flag	YES	Zone	CC	Nbhd Effect	TYPICAL	Curb Gutter	Y
Seasonal use		Sewer	PUBLIC	Topography	LEVEL	Sidewalk	Y
Influence Type		Number Lots					

Detached Structure 16-31-152-012-0000

Structure	PVNG-ASPHALT	Effective Year Built	2022	Replacement Cost New	$ 52,076
Description		Actual Year Built	2022	Replacement Cost New, Less Depreciation	$ 44,265
Assessment Class	COM-SECONDRY	Quality	AVERAGE		
Units	SQUARE-FEET	Condition	EXCELLENT	Sound Value	$ 0
Measure 1	1385	Income Flag	Y	Building Number	37
Measure 2	10				

Legal Description 16-31-152-012-0000

BEG S 0^04' E 114.70 FT & 364.23 FT E FR NW COR LOT 4 BLK 1710 AC PLAT A BIG FIELD SUR N 89^55' E 331.23 FT S 0^04' E 57.42 FT S 89^55' W 331.23 FT N 0^04' W 57.42 FT TO BEG 0.45AC M OR L 4670-0980 6360-1420 6457-1381 8773-5591

Click here for Classic Parcel Details Page Search Again?

This page shows the assessor's CAMA data, as it was, on May 22, 2025.

Parcel	16-31-152-014-0000
Owner	T & S WATKINS FAMILY LLC
Address	3681 S STATE ST
Total Acreage	0.87
Above Ground sqft.	
Property Type	516 - USED CAR LOT
Tax District	14B

Value History

	Rec.	Land Value	Building Value	Market Value	Taxable Value*	Tax Rate
2025		$ 1,054,900	$ 666,200	$ 1,721,100	$ 1,721,100	
2024	1	$ 961,000	$ 676,600	$ 1,637,600	$ 1,637,600	.0115970
2023	1	$ 695,400	$ 713,400	$ 1,408,800	$ 1,408,800	.0117090
2022	1	$ 570,400	$ 2,500	$ 572,900	$ 572,900	.0118120
2021	1	$ 531,300	$ 2,500	$ 533,800	$ 533,800	.0121100
2020	1	$ 531,300	$ 2,500	$ 533,800	$ 533,800	.0127060

*before Board of Equalization



Land Record 16-31-152-014-0000

Record ID 1		Influence Effect		Lot Shape	REGULAR	Traffic	HEAVY
Lot Use	COMMERCIAL	Assmt. Class	COM-SECONDRY	Lot Location	INTERIOR	Traffic Influence	TYPICAL
Lot Type	PRIMARY-FRNT	Lot Depth	330	Neighborhood	7990	Street type	HIGHWAY
Land Class		Acres	0.87	Nbhd Type	STATIC	Street Finish	PAVED
Income Flag	YES	Zone	CC	Nbhd Effect	TYPICAL	Curb Gutter	Y
Seasonal use		Sewer	PUBLIC	Topography	LEVEL	Sidewalk	Y
Influence Type		Number Lots					

Commercial Section	101	201
Number of Occurances		
Building Number		
Class	C	C
Depreciation Grade	A	A
Tenant Apeal	A	A
Exterior Wall type	BL	BL
Foundation	Y	Y
Perimeter	182	174
Stories	1.0	1.0
Street Height	18	20
Ground Floor Area	2050	1886
% office		
Year Built	1982	1997
Effective Year Built	2001	1996
Year Remodeled	2013	2013
Economic Life	50	45
Remaining Eco. Life	28	23
Land Building ratio	7.22	7.22
Rental Class	C	C

Commercial Group	101-1	201-1	101-2
Commercial Use	660	141	664
Cost Grade	A	A	A
Inside Grade	A	A	A
Outside Grade	A	A	A
Over all Condition	A	A	A
Inside Condition	A	A	A
Outside Condition	A	A	A
Base Floor	1	1	2
Base Floor Area	2050	1886	656

Commercial Group	101-1	201-1	101-2
Number of Floors	1	1	1
Additional Floor Area			
Total Floor Area	2050	1886	656
Lighting	A	A	A
Heating/Cooling type 1	PU	PU	PU
Heating/Cooling type 2			
Partitioning			
Total Income Area		1886	
Total Number of Income U.		1	
Average Inc Unit Size		1886	
Percent Heated 1	100	100	100
Percent Heated 2			
Percent Sprinklers			
Rentable Square Footage	2050	1886	656
Number of Units			

Detached Structures			16-31-152-014-0000
Record ID	1	2	3
Structure	PVNG-ASPHALT	FENCE-CHLK-6	LIGHT-YARD
Description			
Assessment Class	COM-SECONDRY	COM-SECONDRY	COM-SECONDRY
Units	SQUARE-FEET	LINEAL-FEET	COUNT
Measure 1	23288	719	14
Measure 2	1	1	
Effective Year Built	2014	2013	2018
Actual Year Built	1982	1979	1979
Quality	AVERAGE	AVERAGE	AVERAGE
Condition	AVERAGE	AVERAGE	GOOD
Income Flag	Y	Y	Y
Replacement Cost New	$ 87,563	$ 11,008	$ 47,124
Replacement Cost New, Less Depreciation	$ 32,398	$ 5,504	$ 29,217
Sound Value	$ 0	$ 0	$ 0
Building Number	17	1	1

Legal Description **16-31-152-014-0000**

BEG 2 RDS E & S 0^04' E 172.12 FT FR NW COR LOT 4, BLK 17, TEN AC PLAT A, BIG FIELD SUR; N 89^55' E 662.42 FT; S 0^04' E 57.42 FT; S 89^55' W 662.46 FT; N 0^04' W 57.42 FT TO BEG 0.87 AC M OR L. 4488-267, 4978-1130, 5005-962, 5192-87 5192-0088 6840-41 6840-0044

Click here for **Classic Parcel Details Page** **Search Again?**

This page shows the assessor's CAMA data, as it was, on May 22, 2025.

Parcel	16-31-152-015-0000
Owner	T & S WATKINS FAMILY LLC
Address	3711 S STATE ST
Total Acreage	5.48
Above Ground sqft.	
Property Type	514 - AUTO DEALERSHIP
Tax District	14B

Value History

	Rec.	Land Value	Building Value	Market Value	Taxable Value*	Tax Rate
2025		$ 6,058,000	$ 318,900	$ 6,376,900	$ 6,376,900	
2024	1	$ 5,519,100	$ 352,100	$ 5,871,200	$ 5,871,200	.0115970
2023	1	$ 3,993,800	$ 1,086,900	$ 5,080,700	$ 5,080,700	.0117090
2022	1	$ 3,280,300	$ 1,082,100	$ 4,362,400	$ 4,362,400	.0118120
2021	1	$ 3,051,400	$ 1,064,100	$ 4,115,500	$ 4,115,500	.0121100
2020	1	$ 3,051,400	$ 1,250,200	$ 4,301,600	$ 4,301,600	.0127060
	90	$ 3,051,400	$ 1,032,400	$ 4,083,800	$ 4,083,800	

*before Board of Equalization



Land Record 16-31-152-015-0000

Record ID 1		Influence Effect		Lot Shape	REGULAR	Traffic	HEAVY
Lot Use	COMMERCIAL	Assmt. Class	COM-SECONDRY	Lot Location	INTERIOR	Traffic Influence	TYPICAL
Lot Type	PRIMARY-FRNT	Lot Depth	420	Neighborhood	7990	Street type	HIGHWAY
Land Class		Acres	3.33	Nbhd Type	STATIC	Street Finish	PAVED
Income Flag	YES	Zone	CC	Nbhd Effect	TYPICAL	Curb Gutter	Y
Seasonal use		Sewer	PUBLIC	Topography	LEVEL	Sidewalk	Y
Influence Type		Number Lots					

Record ID 2		Influence Effect		Lot Shape	REGULAR	Traffic	LIGHT
Lot Use	COMMERCIAL	Assmt. Class	COM-SECONDRY	Lot Location	INTERIOR	Traffic Influence	TYPICAL
Lot Type	SECNDRY-SQFT	Lot Depth	258	Neighborhood	7990	Street type	TWO-WAY
Land Class		Acres	2.04	Nbhd Type	STATIC	Street Finish	PAVED
Income Flag	YES	Zone	CC	Nbhd Effect	TYPICAL	Curb Gutter	Y
Seasonal use		Sewer	PUBLIC	Topography	LEVEL	Sidewalk	Y
Influence Type		Number Lots					

Record ID 3		Influence Effect		Lot Shape	REGULAR	Traffic	LIGHT
Lot Use	COMMERCIAL	Assmt. Class	COM-SECONDRY	Lot Location	INTERIOR	Traffic Influence	TYPICAL
Lot Type	RESIDUL-ACRE	Lot Depth	37	Neighborhood	7990	Street type	TWO-WAY
Land Class		Acres	0.11	Nbhd Type	STATIC	Street Finish	PAVED
Income Flag	NO	Zone	CC	Nbhd Effect	TYPICAL	Curb Gutter	Y
Seasonal use		Sewer	PUBLIC	Topography	LEVEL	Sidewalk	Y
Influence Type		Number Lots					

Commercial Section	101	102	103
Number of Occurances			
Building Number			
Class	C	C	C
Depreciation Grade	A	A	G
Tenant Apeal	A	A	A
Exterior Wall type	FR	BL	BL
Foundation	Y	Y	Y
Perimeter	236	354	426

Commercial Section	101	102	103
Stories	1.0	2.0	1.0
Street Height	10	10	20
Ground Floor Area	4248	4290	9295
% office	22		
Year Built	1969	1969	1969
Effective Year Built	2002	2002	2002
Year Remodeled			
Economic Life	40	40	40
Remaining Eco. Life	20	20	20
Land Building ratio	4.97	9.33	9.33
Rental Class	C	C	C

Commercial Group	102-1	103-1	101-1
Commercial Use	137	138	141
Cost Grade	A	G	A
Inside Grade	A	G	A
Outside Grade	A	G	A
Over all Condition	A	A	A
Inside Condition	A	A	A
Outside Condition	A	A	A
Base Floor	1	1	1
Base Floor Area	4290	9295	2154
Number of Floors	2	1	1
Additional Floor Area			
Total Floor Area	8580	9295	2154
Lighting	F	A	A
Heating/Cooling type 1	SH	SH	PU
Heating/Cooling type 2			
Partitioning			
Total Income Area			24207
Total Number of Income U.			1
Average Inc Unit Size			24207
Percent Heated 1	100	100	100
Percent Heated 2			
Percent Sprinklers	100	100	100
Rentable Square Footage	8580	9295	24207
Number of Units			1

Detached Structures			16-31-152-015-0000
Record ID	1	2	3
Structure	PVNG-ASPHALT	FENCE-CHLK-6	LIGHT-YARD
Description			
Assessment Class	COM-SECONDRY	COM-SECONDRY	COM-SECONDRY
Units	SQUARE-FEET	LINEAL-FEET	COUNT
Measure 1	13600	1040	12
Measure 2	10		
Effective Year Built	2014	2011	2014
Actual Year Built	1969	1969	1969
Quality	AVERAGE	AVERAGE	GOOD
Condition	AVERAGE	AVERAGE	AVERAGE
Income Flag	Y	Y	Y
Replacement Cost New	$ 511,360	$ 15,922	$ 44,044
Replacement Cost New, Less Depreciation	$ 189,203	$ 6,369	$ 16,296
Sound Value	$ 0	$ 0	$ 0
Building Number	1227	1	1

Legal Description **16-31-152-015-0000**

COM 33 FT E FR SW COR LOT 4 BLK 17 10 AC PLAT A BIG FIELD SUR N 344.52 FT N 89^55' E 662.46 FT S 207.1 FT E 36.78 FT S137.42 FT W 695.12 FT TO BEG 5.34 AC 6583-2133 6584-2439 6840-41 6840-0044

Click here for Classic Parcel Details Page Search Again?

This page shows the assessor's CAMA data, as it was, on May 22, 2025.

Parcel	16-31-178-001-0000
Owner	T & S WATKINS FAMILY LLC
Address	3731 S SECORD ST
Total Acreage	0.68
Above Ground sqft.	
Property Type	905 - COMM-VACANT
Tax District	14B

Value History

	Rec.	Land Value	Building Value	Market Value	Taxable Value*	Tax Rate
2025		$ 470,000	$ 0	$ 470,000	$ 470,000	
2024	1	$ 432,200	$ 0	$ 432,200	$ 432,200	.0115970
2023	1	$ 314,400	$ 0	$ 314,400	$ 314,400	.0117090
2022	1	$ 249,300	$ 0	$ 249,300	$ 249,300	.0118120
2021	1	$ 244,000	$ 0	$ 244,000	$ 244,000	.0121100
2020	1	$ 238,400	$ 0	$ 238,400	$ 238,400	.0127060

*before Board of Equalization

No images found

Land Record 16-31-178-001-0000

Record ID 1		Influence Effect		Lot Shape	REGULAR	Traffic	LIGHT
Lot Use	COMMERCIAL	Assmt. Class	COM-SECONDRY	Lot Location	CUL-DE-SAC	Traffic Influence	TYPICAL
Lot Type	SECNDRY-FRNT	Lot Depth	136	Neighborhood	8050	Street type	CUL-DE-SAC
Land Class		Acres	0.68	Nbhd Type	STATIC	Street Finish	PAVED
Income Flag	YES	Zone	CC	Nbhd Effect	TYPICAL	Curb Gutter	Y
Seasonal use		Sewer	PUBLIC	Topography	LEVEL	Sidewalk	Y
Influence Type		Number Lots					

Legal Description 16-31-178-001-0000

LOTS 15 TO 23, INCL BLK 5, LONGVIEW PARK ADD. EXCEPT BEG S 00^03'16" W 15.34 FT FR NW COR OF LOT 23, BLK 5, LONGVIEW PARK ADD; S 00^03'16" W 61.76 FT; NE'LY ALG A 41.5 FT RADIUSCURVE TO R 18.95 FT; NW'LY ALG A 41.5 FT RADIUS CURVE TO L 45.98 FT TO BEG. 6584-2439-6840-0041,0044

Click here for Classic Parcel Details Page Search Again?

This page shows the assessor's CAMA data, as it was, on May 22, 2025.

Parcel	16-31-178-002-0000
Owner	T & S WATKINS FAMILY LLC
Address	3759 S SECORD ST
Total Acreage	0.32
Above Ground sqft.	
Property Type	905 - COMM-VACANT
Tax District	14B

Value History

	Rec.	Land Value	Building Value	Market Value	Taxable Value*	Tax Rate
2025		$ 218,400	$ 0	$ 218,400	$ 218,400	
2024	1	$ 200,800	$ 0	$ 200,800	$ 200,800	.0115970
2023	1	$ 146,200	$ 0	$ 146,200	$ 146,200	.0117090
2022	1	$ 116,000	$ 0	$ 116,000	$ 116,000	.0118120
2021	1	$ 113,500	$ 0	$ 113,500	$ 113,500	.0121100
2020	1	$ 110,900	$ 0	$ 110,900	$ 110,900	.0127060

*before Board of Equalization

No images found

Land Record 16-31-178-002-0000

Record ID 1		Influence Effect		Lot Shape	REGULAR	Traffic	LIGHT
Lot Use	COMMERCIAL	Assmt. Class	COM-SECONDRY	Lot Location	APPROACH	Traffic Influence	TYPICAL
Lot Type	SECNDRY-FRNT	Lot Depth	139	Neighborhood	8050	Street type	CUL-DE-SAC
Land Class		Acres	0.32	Nbhd Type	STATIC	Street Finish	PAVED
Income Flag	YES	Zone	C-C	Nbhd Effect	TYPICAL	Curb Gutter	Y
Seasonal use		Sewer	PUBLIC	Topography	LEVEL	Sidewalk	Y
Influence Type		Number Lots					

Legal Description 16-31-178-002-0000

LOTS 11 TO 14 INCL BLK 5 LONGVIEW PARK ADD 6583-2133 6584-2439 6840-41 6840-0044

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This page shows the assessor's CAMA data, as it was, on May 22, 2025.

Appendix C – Traffic Count Data

All Traffic Data Services

9 - S STATE ST SOUTH OF HELM AVE

Time	NB	SB	Total
4/14/2026	17	35	52
4/14/2026 12:15:00 AM	18	18	36
4/14/2026 12:30:00 AM	24	27	51
4/14/2026 12:45:00 AM	12	13	25
4/14/2026 1:00:00 AM	12	24	36
4/14/2026 1:15:00 AM	17	17	34
4/14/2026 1:30:00 AM	14	16	30
4/14/2026 1:45:00 AM	6	17	23
4/14/2026 2:00:00 AM	9	10	19
4/14/2026 2:15:00 AM	13	12	25
4/14/2026 2:30:00 AM	4	11	15
4/14/2026 2:45:00 AM	5	15	20
4/14/2026 3:00:00 AM	4	11	15
4/14/2026 3:15:00 AM	6	8	14
4/14/2026 3:30:00 AM	12	6	18
4/14/2026 3:45:00 AM	18	10	28
4/14/2026 4:00:00 AM	10	8	18
4/14/2026 4:15:00 AM	11	11	22
4/14/2026 4:30:00 AM	19	15	34
4/14/2026 4:45:00 AM	36	7	43
4/14/2026 5:00:00 AM	25	15	40
4/14/2026 5:15:00 AM	33	22	55
4/14/2026 5:30:00 AM	59	22	81
4/14/2026 5:45:00 AM	59	41	100
4/14/2026 6:00:00 AM	68	42	110
4/14/2026 6:15:00 AM	90	46	136
4/14/2026 6:30:00 AM	113	71	184
4/14/2026 6:45:00 AM	126	92	218
4/14/2026 7:00:00 AM	163	78	241
4/14/2026 7:15:00 AM	200	113	313
4/14/2026 7:30:00 AM	251	122	373
4/14/2026 7:45:00 AM	347	147	494
4/14/2026 8:00:00 AM	260	163	423
4/14/2026 8:15:00 AM	259	170	429
4/14/2026 8:30:00 AM	227	143	370
4/14/2026 8:45:00 AM	231	146	377
4/14/2026 9:00:00 AM	217	164	381
4/14/2026 9:15:00 AM	198	163	361
4/14/2026 9:30:00 AM	174	157	331
4/14/2026 9:45:00 AM	231	160	391
4/14/2026 10:00:00 AM	178	154	332
4/14/2026 10:15:00 AM	211	175	386
4/14/2026 10:30:00 AM	213	198	411
4/14/2026 10:45:00 AM	195	192	387
4/14/2026 11:00:00 AM	236	223	459
4/14/2026 11:15:00 AM	222	212	434
4/14/2026 11:30:00 AM	229	213	442
4/14/2026 11:45:00 AM	242	232	474
Total	5,324	3,967	9,291
Percentage	57.3%	42.7%	
Peak Hour	7:30 AM	11:00 AM	11:00 AM
Volume	1,118	880	1,809
PHF	0.805	0.948	0.954

All Traffic Data Services

9 - S STATE ST SOUTH OF HELM AVE

Time	NB	SB	Total
4/14/2026 12:00:00 PM	254	242	496
4/14/2026 12:15:00 PM	263	236	499
4/14/2026 12:30:00 PM	240	252	492
4/14/2026 12:45:00 PM	247	282	529
4/14/2026 1:00:00 PM	276	260	536
4/14/2026 1:15:00 PM	251	262	513
4/14/2026 1:30:00 PM	275	258	533
4/14/2026 1:45:00 PM	270	274	544
4/14/2026 2:00:00 PM	239	266	505
4/14/2026 2:15:00 PM	241	281	522
4/14/2026 2:30:00 PM	276	254	530
4/14/2026 2:45:00 PM	273	260	533
4/14/2026 3:00:00 PM	230	282	512
4/14/2026 3:15:00 PM	255	324	579
4/14/2026 3:30:00 PM	239	335	574
4/14/2026 3:45:00 PM	259	340	599
4/14/2026 4:00:00 PM	245	360	605
4/14/2026 4:15:00 PM	284	386	670
4/14/2026 4:30:00 PM	306	390	696
4/14/2026 4:45:00 PM	306	385	691
4/14/2026 5:00:00 PM	304	383	687
4/14/2026 5:15:00 PM	357	397	754
4/14/2026 5:30:00 PM	310	388	698
4/14/2026 5:45:00 PM	307	328	635
4/14/2026 6:00:00 PM	273	285	558
4/14/2026 6:15:00 PM	273	272	545
4/14/2026 6:30:00 PM	206	231	437
4/14/2026 6:45:00 PM	252	253	505
4/14/2026 7:00:00 PM	225	212	437
4/14/2026 7:15:00 PM	201	190	391
4/14/2026 7:30:00 PM	186	155	341
4/14/2026 7:45:00 PM	175	175	350
4/14/2026 8:00:00 PM	143	171	314
4/14/2026 8:15:00 PM	161	159	320
4/14/2026 8:30:00 PM	156	153	309
4/14/2026 8:45:00 PM	128	142	270
4/14/2026 9:00:00 PM	120	145	265
4/14/2026 9:15:00 PM	89	151	240
4/14/2026 9:30:00 PM	114	143	257
4/14/2026 9:45:00 PM	85	95	180
4/14/2026 10:00:00 PM	83	101	184
4/14/2026 10:15:00 PM	78	95	173
4/14/2026 10:30:00 PM	45	86	131
4/14/2026 10:45:00 PM	36	49	85
4/14/2026 11:00:00 PM	38	54	92
4/14/2026 11:15:00 PM	33	63	96
4/14/2026 11:30:00 PM	32	42	74
4/14/2026 11:45:00 PM	28	38	66
Total	9,667	10,885	20,552
Percentage	47.0%	53.0%	
Peak Hour	5:00 PM	4:30 PM	4:45 PM
Volume	1,279	1,555	2,831
PHF	0.896	0.979	0.939
Grand Total	14,991	14,852	29,843
Percentage	50.2%	49.8%	

All Traffic Data Services

10 - HELM AVE EAST OF S STATE ST

Time	EB	WB	Total
4/14/2026	2	0	2
4/14/2026 12:15:00 AM	3	0	3
4/14/2026 12:30:00 AM	4	0	4
4/14/2026 12:45:00 AM	1	0	1
4/14/2026 1:00:00 AM	1	0	1
4/14/2026 1:15:00 AM	1	0	1
4/14/2026 1:30:00 AM	0	0	0
4/14/2026 1:45:00 AM	1	1	2
4/14/2026 2:00:00 AM	1	1	2
4/14/2026 2:15:00 AM	0	0	0
4/14/2026 2:30:00 AM	0	0	0
4/14/2026 2:45:00 AM	1	0	1
4/14/2026 3:00:00 AM	0	1	1
4/14/2026 3:15:00 AM	0	0	0
4/14/2026 3:30:00 AM	1	1	2
4/14/2026 3:45:00 AM	0	0	0
4/14/2026 4:00:00 AM	1	0	1
4/14/2026 4:15:00 AM	0	0	0
4/14/2026 4:30:00 AM	2	5	7
4/14/2026 4:45:00 AM	2	5	7
4/14/2026 5:00:00 AM	0	1	1
4/14/2026 5:15:00 AM	0	2	2
4/14/2026 5:30:00 AM	3	6	9
4/14/2026 5:45:00 AM	0	3	3
4/14/2026 6:00:00 AM	1	4	5
4/14/2026 6:15:00 AM	2	9	11
4/14/2026 6:30:00 AM	3	6	9
4/14/2026 6:45:00 AM	3	10	13
4/14/2026 7:00:00 AM	5	9	14
4/14/2026 7:15:00 AM	2	9	11
4/14/2026 7:30:00 AM	3	12	15
4/14/2026 7:45:00 AM	6	1	7
4/14/2026 8:00:00 AM	4	4	8
4/14/2026 8:15:00 AM	5	4	9
4/14/2026 8:30:00 AM	8	11	19
4/14/2026 8:45:00 AM	5	3	8
4/14/2026 9:00:00 AM	6	3	9
4/14/2026 9:15:00 AM	4	8	12
4/14/2026 9:30:00 AM	6	1	7
4/14/2026 9:45:00 AM	8	3	11
4/14/2026 10:00:00 AM	8	3	11
4/14/2026 10:15:00 AM	9	1	10
4/14/2026 10:30:00 AM	7	5	12
4/14/2026 10:45:00 AM	9	4	13
4/14/2026 11:00:00 AM	6	6	12
4/14/2026 11:15:00 AM	7	5	12
4/14/2026 11:30:00 AM	15	5	20
4/14/2026 11:45:00 AM	6	6	12
Total	162	158	320
Percentage	50.6%	49.4%	
Peak Hour	10:45 AM	6:45 AM	10:45 AM
Volume	37	40	57
PHF	0.617	0.833	0.713

All Traffic Data Services

10 - HELM AVE EAST OF S STATE ST

Time	EB	WB	Total
4/14/2026 12:00:00 PM	8	5	13
4/14/2026 12:15:00 PM	11	6	17
4/14/2026 12:30:00 PM	6	7	13
4/14/2026 12:45:00 PM	7	7	14
4/14/2026 1:00:00 PM	5	3	8
4/14/2026 1:15:00 PM	5	3	8
4/14/2026 1:30:00 PM	10	6	16
4/14/2026 1:45:00 PM	10	6	16
4/14/2026 2:00:00 PM	3	9	12
4/14/2026 2:15:00 PM	12	2	14
4/14/2026 2:30:00 PM	7	4	11
4/14/2026 2:45:00 PM	12	5	17
4/14/2026 3:00:00 PM	8	11	19
4/14/2026 3:15:00 PM	6	5	11
4/14/2026 3:30:00 PM	3	4	7
4/14/2026 3:45:00 PM	12	2	14
4/14/2026 4:00:00 PM	13	7	20
4/14/2026 4:15:00 PM	19	9	28
4/14/2026 4:30:00 PM	11	8	19
4/14/2026 4:45:00 PM	13	8	21
4/14/2026 5:00:00 PM	14	4	18
4/14/2026 5:15:00 PM	10	5	15
4/14/2026 5:30:00 PM	9	6	15
4/14/2026 5:45:00 PM	15	5	20
4/14/2026 6:00:00 PM	10	5	15
4/14/2026 6:15:00 PM	11	2	13
4/14/2026 6:30:00 PM	7	1	8
4/14/2026 6:45:00 PM	6	4	10
4/14/2026 7:00:00 PM	5	3	8
4/14/2026 7:15:00 PM	2	2	4
4/14/2026 7:30:00 PM	4	2	6
4/14/2026 7:45:00 PM	3	2	5
4/14/2026 8:00:00 PM	3	3	6
4/14/2026 8:15:00 PM	4	2	6
4/14/2026 8:30:00 PM	6	2	8
4/14/2026 8:45:00 PM	4	4	8
4/14/2026 9:00:00 PM	5	3	8
4/14/2026 9:15:00 PM	8	6	14
4/14/2026 9:30:00 PM	5	3	8
4/14/2026 9:45:00 PM	6	1	7
4/14/2026 10:00:00 PM	6	3	9
4/14/2026 10:15:00 PM	10	0	10
4/14/2026 10:30:00 PM	8	1	9
4/14/2026 10:45:00 PM	3	2	5
4/14/2026 11:00:00 PM	2	1	3
4/14/2026 11:15:00 PM	7	0	7
4/14/2026 11:30:00 PM	3	2	5
4/14/2026 11:45:00 PM	0	1	1
Total	357	192	549
Percentage	65.0%	35.0%	
Peak Hour	4:15 PM	4:00 PM	4:00 PM
Volume	57	32	88
PHF	0.750	0.889	0.786
Grand Total	519	350	869
Percentage	59.7%	40.3%	

All Traffic Data Services

11 - S 200 E SOUTH OF HELM AVE

Time	NB	SB	Total
4/14/2026	1	0	1
4/14/2026 12:15:00 AM	0	0	0
4/14/2026 12:30:00 AM	0	0	0
4/14/2026 12:45:00 AM	2	1	3
4/14/2026 1:00:00 AM	0	1	1
4/14/2026 1:15:00 AM	0	1	1
4/14/2026 1:30:00 AM	0	0	0
4/14/2026 1:45:00 AM	0	2	2
4/14/2026 2:00:00 AM	0	0	0
4/14/2026 2:15:00 AM	0	2	2
4/14/2026 2:30:00 AM	0	0	0
4/14/2026 2:45:00 AM	0	0	0
4/14/2026 3:00:00 AM	0	0	0
4/14/2026 3:15:00 AM	0	0	0
4/14/2026 3:30:00 AM	1	0	1
4/14/2026 3:45:00 AM	0	0	0
4/14/2026 4:00:00 AM	0	0	0
4/14/2026 4:15:00 AM	1	0	1
4/14/2026 4:30:00 AM	0	1	1
4/14/2026 4:45:00 AM	0	0	0
4/14/2026 5:00:00 AM	0	0	0
4/14/2026 5:15:00 AM	0	0	0
4/14/2026 5:30:00 AM	0	1	1
4/14/2026 5:45:00 AM	1	0	1
4/14/2026 6:00:00 AM	2	0	2
4/14/2026 6:15:00 AM	0	1	1
4/14/2026 6:30:00 AM	1	0	1
4/14/2026 6:45:00 AM	1	1	2
4/14/2026 7:00:00 AM	2	2	4
4/14/2026 7:15:00 AM	1	0	1
4/14/2026 7:30:00 AM	2	3	5
4/14/2026 7:45:00 AM	2	2	4
4/14/2026 8:00:00 AM	5	2	7
4/14/2026 8:15:00 AM	2	2	4
4/14/2026 8:30:00 AM	2	2	4
4/14/2026 8:45:00 AM	0	4	4
4/14/2026 9:00:00 AM	2	2	4
4/14/2026 9:15:00 AM	3	1	4
4/14/2026 9:30:00 AM	3	5	8
4/14/2026 9:45:00 AM	1	4	5
4/14/2026 10:00:00 AM	1	2	3
4/14/2026 10:15:00 AM	1	8	9
4/14/2026 10:30:00 AM	2	5	7
4/14/2026 10:45:00 AM	0	3	3
4/14/2026 11:00:00 AM	1	6	7
4/14/2026 11:15:00 AM	2	6	8
4/14/2026 11:30:00 AM	5	7	12
4/14/2026 11:45:00 AM	2	5	7
Total	49	82	131
Percentage	37.4%	62.6%	
Peak Hour	7:30 AM	11:00 AM	11:00 AM
Volume	11	24	34
PHF	0.550	0.857	0.708

All Traffic Data Services

11 - S 200 E SOUTH OF HELM AVE

Time	NB	SB	Total
4/14/2026 12:00:00 PM	3	6	9
4/14/2026 12:15:00 PM	4	8	12
4/14/2026 12:30:00 PM	2	6	8
4/14/2026 12:45:00 PM	4	3	7
4/14/2026 1:00:00 PM	0	3	3
4/14/2026 1:15:00 PM	1	2	3
4/14/2026 1:30:00 PM	4	5	9
4/14/2026 1:45:00 PM	2	2	4
4/14/2026 2:00:00 PM	3	6	9
4/14/2026 2:15:00 PM	1	5	6
4/14/2026 2:30:00 PM	1	4	5
4/14/2026 2:45:00 PM	5	5	10
4/14/2026 3:00:00 PM	5	3	8
4/14/2026 3:15:00 PM	4	5	9
4/14/2026 3:30:00 PM	2	1	3
4/14/2026 3:45:00 PM	3	4	7
4/14/2026 4:00:00 PM	2	10	12
4/14/2026 4:15:00 PM	3	12	15
4/14/2026 4:30:00 PM	3	7	10
4/14/2026 4:45:00 PM	3	5	8
4/14/2026 5:00:00 PM	2	6	8
4/14/2026 5:15:00 PM	6	5	11
4/14/2026 5:30:00 PM	3	5	8
4/14/2026 5:45:00 PM	5	8	13
4/14/2026 6:00:00 PM	1	4	5
4/14/2026 6:15:00 PM	2	6	8
4/14/2026 6:30:00 PM	0	4	4
4/14/2026 6:45:00 PM	3	2	5
4/14/2026 7:00:00 PM	3	2	5
4/14/2026 7:15:00 PM	0	9	9
4/14/2026 7:30:00 PM	4	6	10
4/14/2026 7:45:00 PM	2	3	5
4/14/2026 8:00:00 PM	1	3	4
4/14/2026 8:15:00 PM	2	2	4
4/14/2026 8:30:00 PM	1	2	3
4/14/2026 8:45:00 PM	1	4	5
4/14/2026 9:00:00 PM	3	5	8
4/14/2026 9:15:00 PM	1	5	6
4/14/2026 9:30:00 PM	0	3	3
4/14/2026 9:45:00 PM	0	4	4
4/14/2026 10:00:00 PM	0	1	1
4/14/2026 10:15:00 PM	1	7	8
4/14/2026 10:30:00 PM	0	2	2
4/14/2026 10:45:00 PM	1	2	3
4/14/2026 11:00:00 PM	0	0	0
4/14/2026 11:15:00 PM	2	2	4
4/14/2026 11:30:00 PM	2	2	4
4/14/2026 11:45:00 PM	0	0	0
Total	101	206	307
Percentage	32.9%	67.1%	
Peak Hour	2:45 PM	3:45 PM	3:45 PM
Volume	16	34	45
PHF	0.800	0.708	0.750
Grand Total	150	288	438
Percentage	34.2%	65.8%	

All Traffic Data Services

12 - SECOND ST NORTH OF RIGDON AVE

Time	NB	SB	Total
4/14/2026	0	0	0
4/14/2026 12:15:00 AM	0	0	0
4/14/2026 12:30:00 AM	0	0	0
4/14/2026 12:45:00 AM	0	0	0
4/14/2026 1:00:00 AM	0	0	0
4/14/2026 1:15:00 AM	0	0	0
4/14/2026 1:30:00 AM	0	0	0
4/14/2026 1:45:00 AM	0	0	0
4/14/2026 2:00:00 AM	0	0	0
4/14/2026 2:15:00 AM	0	0	0
4/14/2026 2:30:00 AM	0	0	0
4/14/2026 2:45:00 AM	0	0	0
4/14/2026 3:00:00 AM	0	0	0
4/14/2026 3:15:00 AM	0	0	0
4/14/2026 3:30:00 AM	0	0	0
4/14/2026 3:45:00 AM	0	0	0
4/14/2026 4:00:00 AM	0	0	0
4/14/2026 4:15:00 AM	0	0	0
4/14/2026 4:30:00 AM	0	0	0
4/14/2026 4:45:00 AM	0	0	0
4/14/2026 5:00:00 AM	0	0	0
4/14/2026 5:15:00 AM	0	0	0
4/14/2026 5:30:00 AM	0	0	0
4/14/2026 5:45:00 AM	0	0	0
4/14/2026 6:00:00 AM	1	1	2
4/14/2026 6:15:00 AM	0	0	0
4/14/2026 6:30:00 AM	0	1	1
4/14/2026 6:45:00 AM	5	0	5
4/14/2026 7:00:00 AM	3	1	4
4/14/2026 7:15:00 AM	1	0	1
4/14/2026 7:30:00 AM	1	0	1
4/14/2026 7:45:00 AM	6	1	7
4/14/2026 8:00:00 AM	3	2	5
4/14/2026 8:15:00 AM	1	1	2
4/14/2026 8:30:00 AM	5	3	8
4/14/2026 8:45:00 AM	4	3	7
4/14/2026 9:00:00 AM	5	3	8
4/14/2026 9:15:00 AM	4	2	6
4/14/2026 9:30:00 AM	4	3	7
4/14/2026 9:45:00 AM	5	5	10
4/14/2026 10:00:00 AM	1	2	3
4/14/2026 10:15:00 AM	3	2	5
4/14/2026 10:30:00 AM	1	2	3
4/14/2026 10:45:00 AM	3	2	5
4/14/2026 11:00:00 AM	5	7	12
4/14/2026 11:15:00 AM	0	1	1
4/14/2026 11:30:00 AM	2	1	3
4/14/2026 11:45:00 AM	3	3	6
Total	66	46	112
Percentage	58.9%	41.1%	
Peak Hour	8:30 AM	9:00 AM	9:00 AM
Volume	18	13	31
PHF	0.900	0.650	0.775

All Traffic Data Services

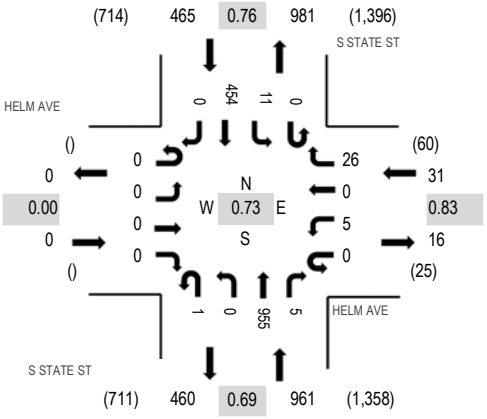
12 - SECOND ST NORTH OF RIGDON AVE

Time	NB	SB	Total
4/14/2026 12:00:00 PM	2	2	4
4/14/2026 12:15:00 PM	2	1	3
4/14/2026 12:30:00 PM	2	0	2
4/14/2026 12:45:00 PM	1	3	4
4/14/2026 1:00:00 PM	3	5	8
4/14/2026 1:15:00 PM	2	2	4
4/14/2026 1:30:00 PM	3	4	7
4/14/2026 1:45:00 PM	3	2	5
4/14/2026 2:00:00 PM	2	4	6
4/14/2026 2:15:00 PM	8	3	11
4/14/2026 2:30:00 PM	4	2	6
4/14/2026 2:45:00 PM	4	4	8
4/14/2026 3:00:00 PM	4	2	6
4/14/2026 3:15:00 PM	2	3	5
4/14/2026 3:30:00 PM	4	3	7
4/14/2026 3:45:00 PM	1	4	5
4/14/2026 4:00:00 PM	1	1	2
4/14/2026 4:15:00 PM	1	2	3
4/14/2026 4:30:00 PM	2	5	7
4/14/2026 4:45:00 PM	1	5	6
4/14/2026 5:00:00 PM	3	4	7
4/14/2026 5:15:00 PM	1	5	6
4/14/2026 5:30:00 PM	3	5	8
4/14/2026 5:45:00 PM	5	5	10
4/14/2026 6:00:00 PM	2	5	7
4/14/2026 6:15:00 PM	0	2	2
4/14/2026 6:30:00 PM	2	5	7
4/14/2026 6:45:00 PM	2	3	5
4/14/2026 7:00:00 PM	0	2	2
4/14/2026 7:15:00 PM	0	0	0
4/14/2026 7:30:00 PM	0	0	0
4/14/2026 7:45:00 PM	1	1	2
4/14/2026 8:00:00 PM	0	1	1
4/14/2026 8:15:00 PM	0	0	0
4/14/2026 8:30:00 PM	1	2	3
4/14/2026 8:45:00 PM	0	0	0
4/14/2026 9:00:00 PM	0	0	0
4/14/2026 9:15:00 PM	0	0	0
4/14/2026 9:30:00 PM	0	0	0
4/14/2026 9:45:00 PM	1	1	2
4/14/2026 10:00:00 PM	0	1	1
4/14/2026 10:15:00 PM	0	1	1
4/14/2026 10:30:00 PM	0	0	0
4/14/2026 10:45:00 PM	0	0	0
4/14/2026 11:00:00 PM	0	0	0
4/14/2026 11:15:00 PM	0	0	0
4/14/2026 11:30:00 PM	0	0	0
4/14/2026 11:45:00 PM	0	0	0
Total	73	100	173
Percentage	42.2%	57.8%	
Peak Hour	2:15 PM	5:15 PM	5:15 PM
Volume	20	20	31
PHF	0.625	1.000	0.775
Grand Total	139	146	285
Percentage	48.8%	51.2%	

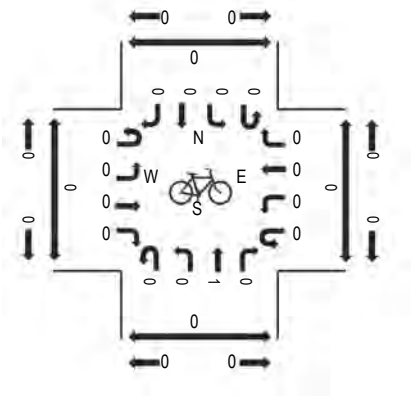
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S STATE ST & HELM AVE AM
Date: Tuesday, April 14, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

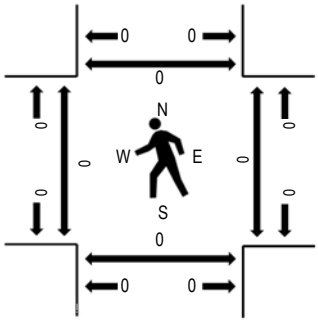
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

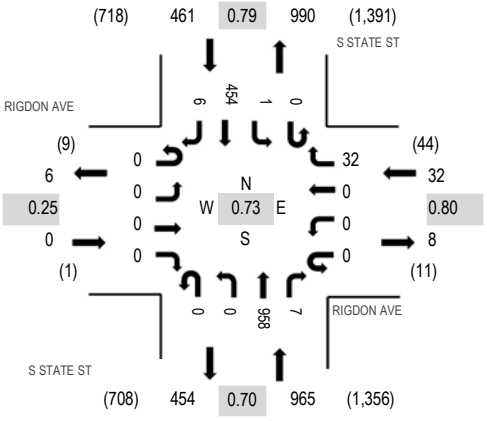
Traffic Counts - Motorized Vehicles

Interval Start Time	HELM AVE Eastbound				HELM AVE Westbound				S STATE ST Northbound				S STATE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	0	0	4	0	0	68	0	0	1	42	0	115	675	0	0	0	0
6:15 AM	0	0	0	0	0	5	0	4	0	0	88	2	1	0	41	0	141	811	0	0	0	0
6:30 AM	0	0	0	0	0	1	0	5	0	0	111	2	0	1	70	0	190	991	0	0	0	0
6:45 AM	0	0	0	0	0	2	0	8	0	0	126	0	0	3	90	0	229	1,186	0	0	0	0
7:00 AM	0	0	0	0	0	2	0	7	1	0	161	1	0	4	75	0	251	1,457	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	8	0	0	198	2	0	0	112	0	321		0	0	0	0
7:30 AM	0	0	0	0	0	2	0	10	0	0	250	1	0	2	120	0	385		0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	346	1	0	5	147	0	500		0	0	0	0
Count Total	0	0	0	0	0	13	0	47	1	0	1,348	9	1	16	697	0	2,132		0	0	0	0
Peak Hour	0	0	0	0	0	5	0	26	1	0	955	5	0	11	454	0	1,457		0	0	0	0

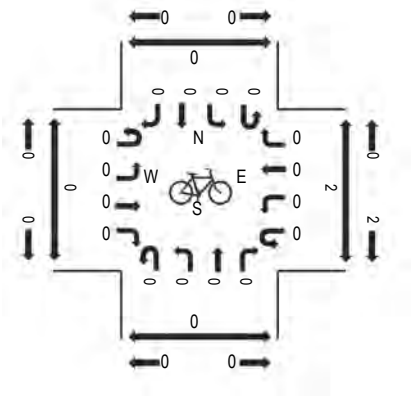
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S STATE ST & RIGDON AVE AM
Date: Tuesday, April 14, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

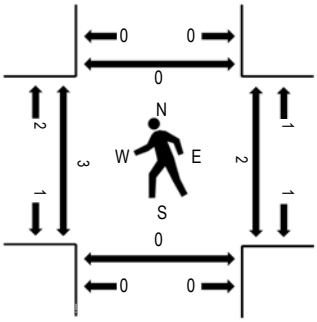
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

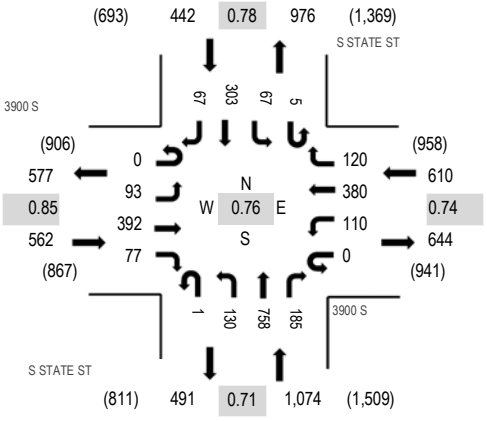
Traffic Counts - Motorized Vehicles

Interval Start Time	RIGDON AVE Eastbound				RIGDON AVE Westbound				S STATE ST Northbound				S STATE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	1	0	0	0	1	0	0	71	1	0	0	41	0	115	661	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	5	0	0	85	0	0	0	46	1	137	808	1	0	0	0
6:30 AM	0	0	0	0	0	0	0	4	0	0	113	0	0	0	71	2	190	980	0	1	0	0
6:45 AM	0	0	0	0	0	0	0	2	0	0	120	1	0	1	95	0	219	1,180	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	7	0	0	176	1	0	0	78	0	262	1,458	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	6	0	0	189	1	0	1	109	3	309		0	1	0	0
7:30 AM	0	0	0	0	0	0	0	10	0	0	254	1	0	0	122	3	390		2	1	0	0
7:45 AM	0	0	0	0	0	0	0	9	0	0	339	4	0	0	145	0	497		1	0	0	0
Count Total	0	0	0	1	0	0	0	44	0	0	1,347	9	0	2	707	9	2,119		4	3	0	0
Peak Hour	0	0	0	0	0	0	0	32	0	0	958	7	0	1	454	6	1,458		3	2	0	0

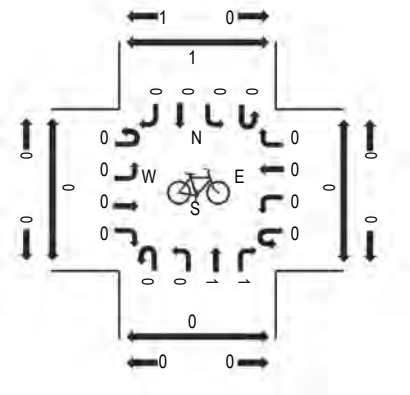
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 S STATE ST & 3900 S AM
Date: Tuesday, April 14, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

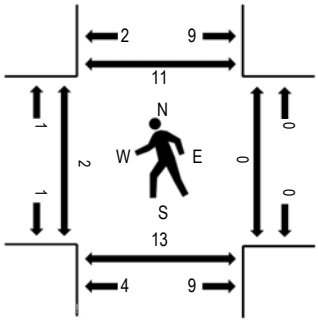
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

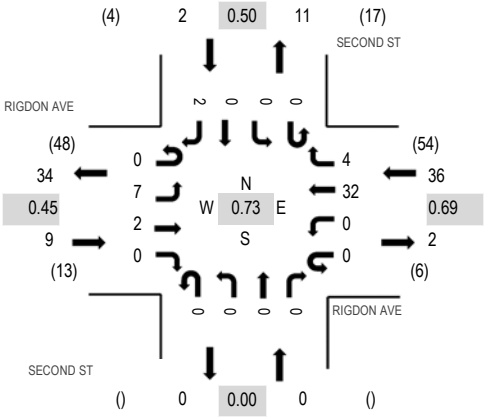
Traffic Counts - Motorized Vehicles

Interval Start Time	3900 S Eastbound				3900 S Westbound				S STATE ST Northbound				S STATE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	8	42	7	0	12	32	11	0	7	49	6	0	7	27	8	216	1,339	0	0	0	0
6:15 AM	0	8	65	13	0	18	48	10	0	17	64	12	0	5	32	9	301	1,651	1	0	0	2
6:30 AM	0	12	42	14	0	25	52	14	1	28	91	12	0	8	53	11	363	1,900	0	0	1	0
6:45 AM	0	14	59	21	0	29	76	21	1	30	91	26	0	13	67	11	459	2,258	1	0	0	2
7:00 AM	0	21	93	14	0	29	65	22	1	26	144	34	0	10	54	15	528	2,688	2	0	2	0
7:15 AM	0	16	92	15	0	19	80	23	0	23	142	39	1	17	70	13	550		0	0	1	3
7:30 AM	0	26	96	23	0	31	100	36	0	33	204	51	1	17	86	17	721		0	0	7	6
7:45 AM	0	30	111	25	0	31	135	39	0	48	268	61	3	23	93	22	889		0	0	3	2
Count Total	0	135	600	132	0	194	588	176	3	212	1,053	241	5	100	482	106	4,027		4	0	14	15
Peak Hour	0	93	392	77	0	110	380	120	1	130	758	185	5	67	303	67	2,688		2	0	13	11

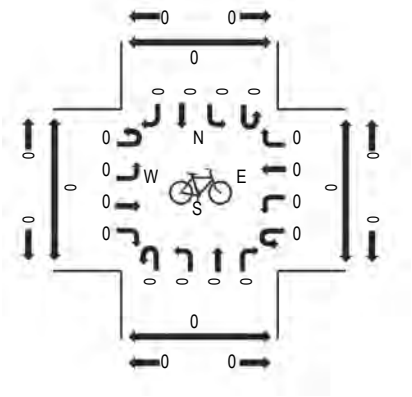
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 SECOND ST & RIGDON AVE AM
Date: Tuesday, April 14, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

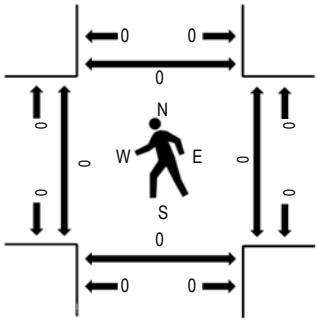
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

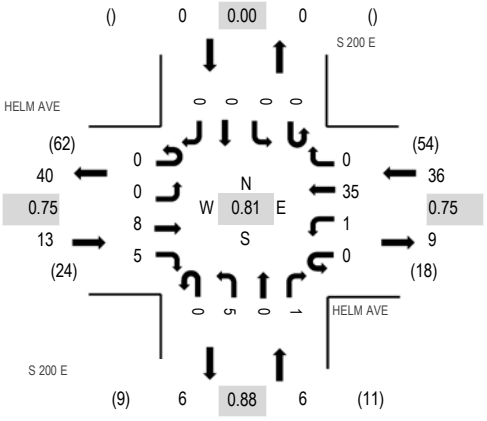
Interval Start Time	RIGDON AVE Eastbound				RIGDON AVE Westbound				SECOND ST Northbound				SECOND ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	1	0	0	4	24	0	0	0	0
6:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	30	0	0	0	0
6:30 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	1	0	0	6	34	0	0	0	0
6:45 AM	0	1	1	0	0	0	5	4	0	0	0	0	0	0	0	0	11	42	0	0	0	0
7:00 AM	0	1	0	0	0	0	6	2	0	0	0	0	0	0	0	1	10	47	0	0	0	0
7:15 AM	0	1	1	0	0	0	5	0	0	0	0	0	0	0	0	0	7		0	0	0	0
7:30 AM	0	1	0	0	0	0	13	0	0	0	0	0	0	0	0	0	14		0	0	0	0
7:45 AM	0	4	1	0	0	0	8	2	0	0	0	0	0	0	0	1	16		0	0	0	0
Count Total	0	9	4	0	0	0	46	8	0	0	0	0	0	2	0	2	71		0	0	0	0
Peak Hour	0	7	2	0	0	0	32	4	0	0	0	0	0	0	0	2	47		0	0	0	0

ALL TRAFFIC DATA SERVICES

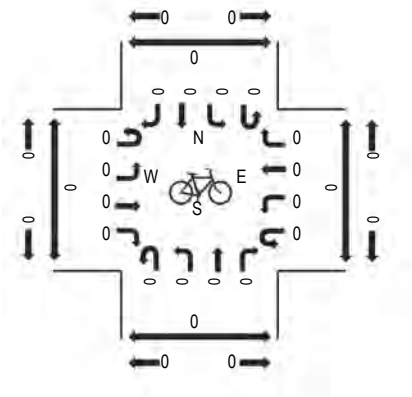
(303) 216-2439
www.alltrafficdata.net

Location: 5 S 200 E & HELM AVE AM
Date: Tuesday, April 14, 2026
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

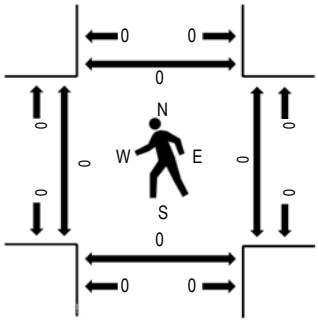
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

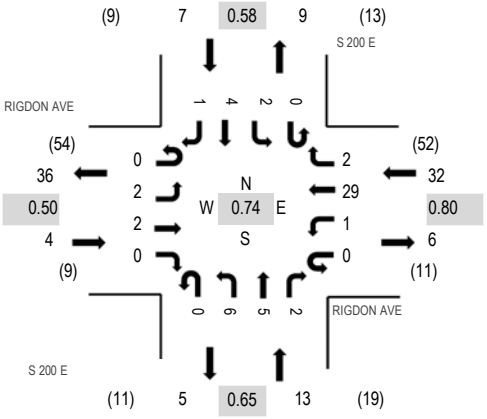
Traffic Counts - Motorized Vehicles

Interval Start Time	HELM AVE Eastbound				HELM AVE Westbound				S 200 E Northbound				S 200 E Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	1	0	0	0	2	0	0	2	0	0	0	0	0	0	5	39	0	0	0	0
6:15 AM	0	0	1	1	0	0	9	0	0	0	0	0	0	0	0	0	11	48	0	0	0	0
6:30 AM	0	0	3	0	0	0	6	0	0	0	0	1	0	0	0	0	10	48	0	0	0	0
6:45 AM	0	0	2	1	0	0	9	0	0	1	0	0	0	0	0	0	13	55	0	0	0	0
7:00 AM	0	0	3	2	0	0	7	0	0	2	0	0	0	0	0	0	14	50	0	0	0	0
7:15 AM	0	0	2	0	0	0	8	0	0	1	0	0	0	0	0	0	11		0	0	0	0
7:30 AM	0	0	1	2	0	1	11	0	0	1	0	1	0	0	0	0	17		0	0	0	0
7:45 AM	0	0	3	2	0	0	1	0	0	2	0	0	0	0	0	0	8		0	0	0	0
Count Total	0	0	16	8	0	1	53	0	0	9	0	2	0	0	0	0	89		0	0	0	0
Peak Hour	0	0	8	5	0	1	35	0	0	5	0	1	0	0	0	0	55		0	0	0	0

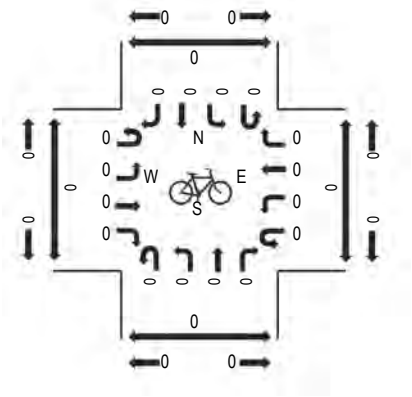
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 S 200 E & RIGDON AVE AM
Date: Tuesday, April 14, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

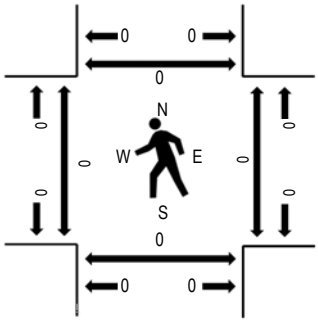
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

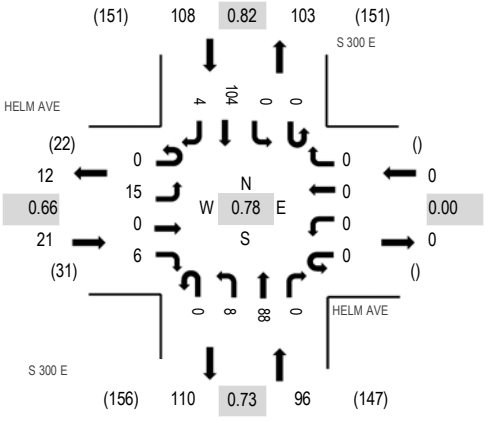
Interval Start Time	RIGDON AVE Eastbound				RIGDON AVE Westbound				S 200 E Northbound				S 200 E Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	1	0	0	1	1	1	0	1	1	0	0	0	0	0	6	33	0	0	0	0
6:15 AM	0	0	0	0	0	0	3	0	0	0	0	1	0	0	1	0	5	41	0	0	0	0
6:30 AM	0	0	2	1	0	1	4	0	0	0	1	0	0	0	0	0	9	44	0	0	0	0
6:45 AM	0	0	1	0	0	1	8	0	0	1	1	0	0	0	1	0	13	54	0	0	0	0
7:00 AM	0	1	0	0	0	0	7	1	0	1	1	1	0	1	0	1	14	56	0	0	0	0
7:15 AM	0	0	1	0	0	0	5	0	0	0	1	1	0	0	0	0	8		0	0	0	0
7:30 AM	0	1	0	0	0	1	9	0	0	3	2	0	0	1	2	0	19		0	0	0	0
7:45 AM	0	0	1	0	0	0	8	1	0	2	1	0	0	0	2	0	15		0	0	0	0
Count Total	0	2	6	1	0	4	45	3	0	8	8	3	0	2	6	1	89		0	0	0	0
Peak Hour	0	2	2	0	0	1	29	2	0	6	5	2	0	2	4	1	56		0	0	0	0

ALL TRAFFIC DATA SERVICES

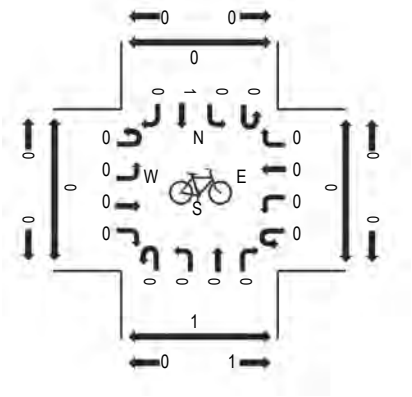
(303) 216-2439
www.alltrafficdata.net

Location: 7 S 300 E & HELM AVE AM
Date: Tuesday, April 14, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

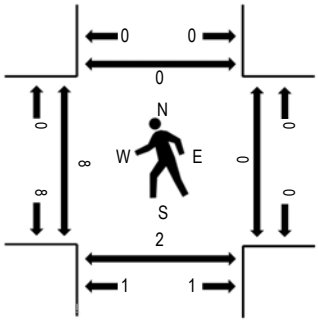
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

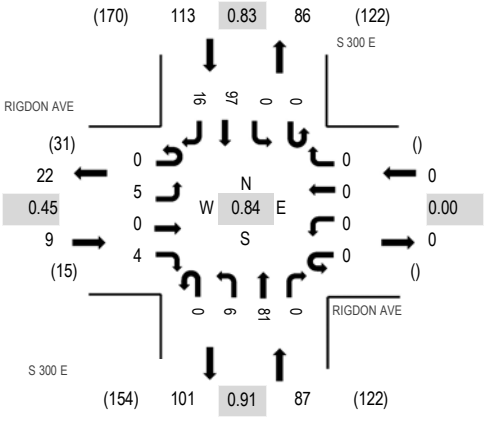
Interval Start Time	HELM AVE Eastbound				HELM AVE Westbound				S 300 E Northbound				S 300 E Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	1	0	1	0	0	0	0	0	2	8	0	0	0	7	0	19	104	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	9	0	16	127	0	0	0	0
6:30 AM	0	3	0	2	0	0	0	0	0	2	14	0	0	0	8	1	30	157	0	0	0	0
6:45 AM	0	1	0	1	0	0	0	0	0	5	14	0	0	0	18	0	39	199	1	0	0	0
7:00 AM	0	3	0	2	0	0	0	0	0	3	12	0	0	0	22	0	42	225	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	2	21	0	0	0	22	0	46		0	0	2	0
7:30 AM	0	5	0	3	0	0	0	0	0	3	30	0	0	0	30	1	72		4	0	0	0
7:45 AM	0	6	0	1	0	0	0	0	0	0	25	0	0	0	30	3	65		4	0	0	0
Count Total	0	21	0	10	0	0	0	0	0	17	130	0	0	0	146	5	329		9	0	2	0
Peak Hour	0	15	0	6	0	0	0	0	0	8	88	0	0	0	104	4	225		8	0	2	0

ALL TRAFFIC DATA SERVICES

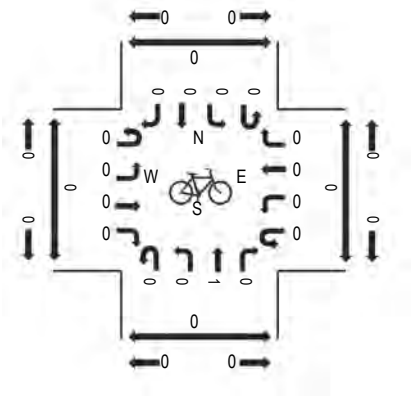
(303) 216-2439
www.alltrafficdata.net

Location: 8 S 300 E & RIGDON AVE AM
Date: Tuesday, April 14, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

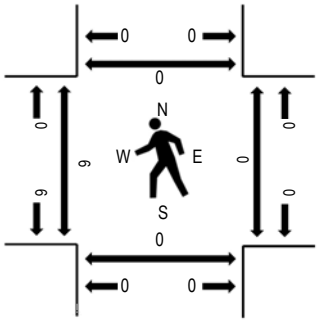
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

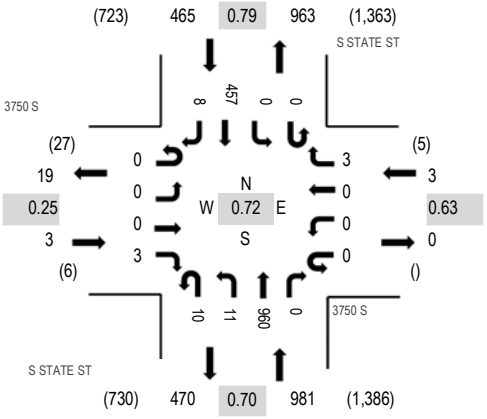
Traffic Counts - Motorized Vehicles

Interval Start Time	RIGDON AVE Eastbound				RIGDON AVE Westbound				S 300 E Northbound				S 300 E Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	2	0	0	0	0	0	0	0	0	4	0	0	0	9	1	16	98	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	10	0	15	129	0	0	0	0
6:30 AM	0	0	0	3	0	0	0	0	0	1	13	0	0	0	12	3	32	155	5	0	0	0
6:45 AM	0	1	0	0	0	0	0	0	0	1	11	0	0	0	19	3	35	182	1	0	0	0
7:00 AM	0	0	0	1	0	0	0	0	0	2	18	0	0	0	25	1	47	209	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	0	0	0	20	0	0	0	15	4	41		0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	24	0	0	0	30	4	59		1	0	0	0
7:45 AM	0	3	0	2	0	0	0	0	0	4	19	0	0	0	27	7	62		5	0	0	0
Count Total	0	8	0	7	0	0	0	0	0	8	114	0	0	0	147	23	307		12	0	0	0
Peak Hour	0	5	0	4	0	0	0	0	0	6	81	0	0	0	97	16	209		6	0	0	0

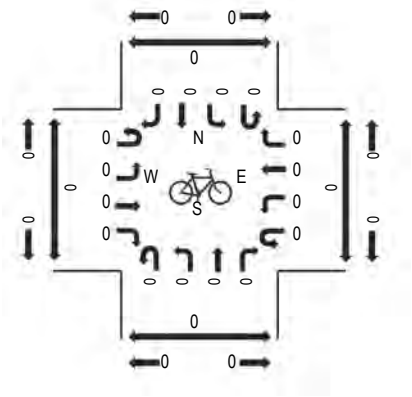
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 S STATE ST & 3750 S AM
Date: Tuesday, April 14, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

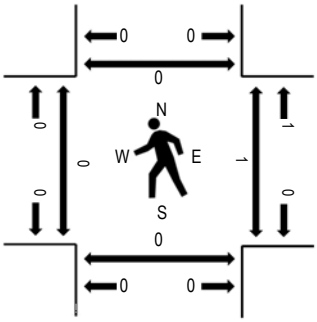
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

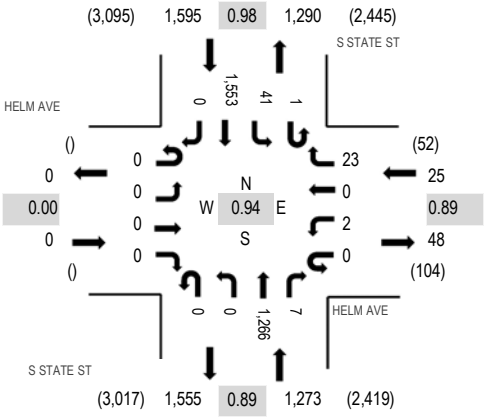
Traffic Counts - Motorized Vehicles

Interval Start Time	3750 S Eastbound				3750 S Westbound				S STATE ST Northbound				S STATE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	0	0	0	1	0	71	0	0	0	42	1	115	668	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	5	86	0	1	0	47	0	139	806	0	0	0	0
6:30 AM	0	1	0	1	0	0	0	1	2	0	118	0	0	0	69	1	193	974	0	0	0	0
6:45 AM	0	0	0	1	0	0	0	1	0	1	121	0	0	0	97	0	221	1,170	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	2	3	2	166	0	0	0	78	2	253	1,452	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	2	1	192	0	0	0	109	2	307		0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	4	258	0	0	0	126	0	389		0	1	0	0
7:45 AM	0	0	0	3	0	0	0	0	4	4	344	0	0	0	144	4	503		0	0	0	0
Count Total	0	1	0	5	0	0	0	5	13	17	1,356	0	1	0	712	10	2,120		0	1	0	0
Peak Hour	0	0	0	3	0	0	0	3	10	11	960	0	0	0	457	8	1,452		0	1	0	0

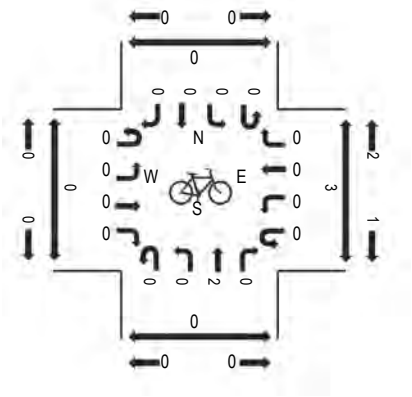
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S STATE ST & HELM AVE PM
Date: Tuesday, April 14, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

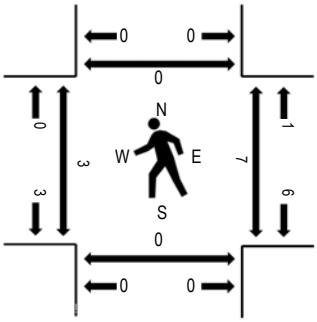
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

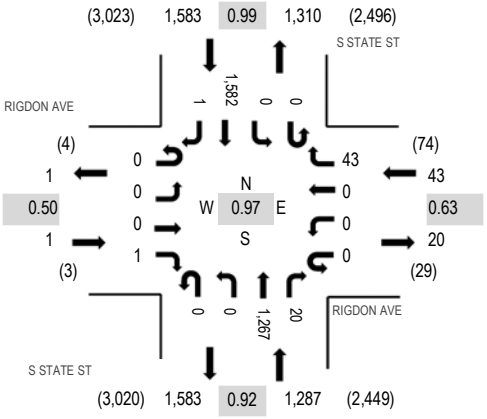
Traffic Counts - Motorized Vehicles

Interval Start Time	HELM AVE Eastbound				HELM AVE Westbound				S STATE ST Northbound				S STATE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	0	0	7	0	0	241	4	0	9	360	0	621	2,737	3	0	0	0
4:15 PM	0	0	0	0	0	0	0	9	0	0	278	6	0	13	386	0	692	2,818	2	3	0	0
4:30 PM	0	0	0	0	0	0	0	8	0	0	305	1	0	10	390	0	714	2,893	0	3	0	0
4:45 PM	0	0	0	0	0	1	0	7	0	0	305	1	0	12	384	0	710	2,887	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	3	0	0	301	3	1	11	382	0	702	2,829	2	2	0	0
5:15 PM	0	0	0	0	0	0	0	5	0	0	355	2	0	8	397	0	767		1	2	0	0
5:30 PM	0	0	0	0	0	0	0	6	0	0	305	5	0	4	388	0	708		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	5	0	0	304	3	0	12	328	0	652		0	1	0	0
Count Total	0	0	0	0	0	2	0	50	0	0	2,394	25	1	79	3,015	0	5,566		8	11	0	0
Peak Hour	0	0	0	0	0	2	0	23	0	0	1,266	7	1	41	1,553	0	2,893		3	7	0	0

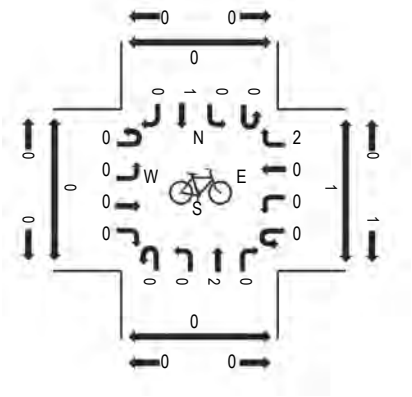
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S STATE ST & RIGDON AVE PM
Date: Tuesday, April 14, 2026
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

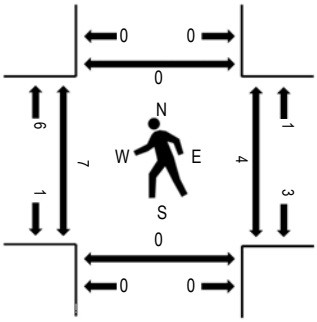
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

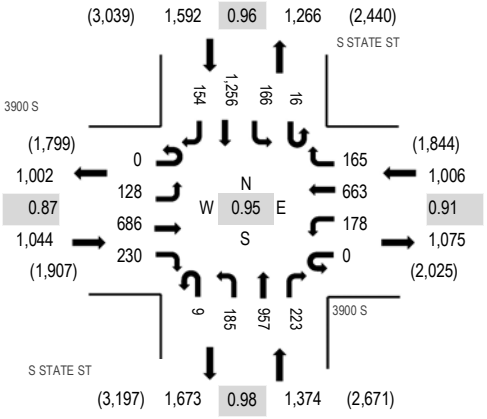
Traffic Counts - Motorized Vehicles

Interval Start Time	RIGDON AVE Eastbound				RIGDON AVE Westbound				S STATE ST Northbound				S STATE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	0	0	6	0	0	273	1	0	0	366	0	646	2,715	3	2	0	0
4:15 PM	0	0	0	1	0	0	0	6	0	0	279	2	0	0	376	2	666	2,800	3	2	0	0
4:30 PM	0	0	0	1	0	0	0	7	0	0	305	2	0	0	378	1	694	2,888	1	5	0	0
4:45 PM	0	0	0	0	0	0	0	17	0	0	289	7	0	0	395	1	709	2,914	2	1	0	0
5:00 PM	0	0	0	0	0	0	0	12	0	0	316	6	0	0	397	0	731	2,834	3	1	0	0
5:15 PM	0	0	0	1	0	0	0	3	0	0	349	3	0	0	398	0	754		0	2	0	0
5:30 PM	0	0	0	0	0	0	0	11	0	0	313	4	0	0	392	0	720		2	0	0	0
5:45 PM	0	0	0	0	0	0	0	12	0	0	298	2	0	2	315	0	629		0	0	0	0
Count Total	0	0	0	3	0	0	0	74	0	0	2,422	27	0	2	3,017	4	5,549		14	13	0	0
Peak Hour	0	0	0	1	0	0	0	43	0	0	1,267	20	0	0	1,582	1	2,914		7	4	0	0

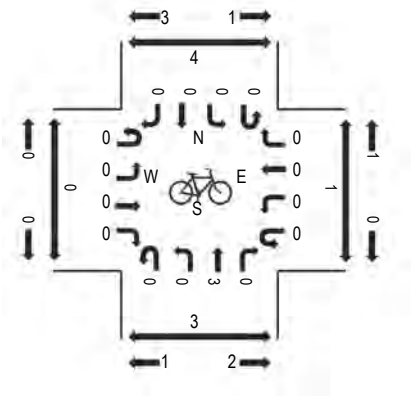
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 S STATE ST & 3900 S PM
Date: Tuesday, April 14, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

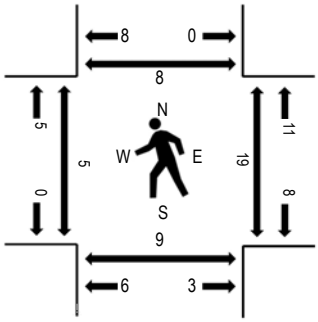
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

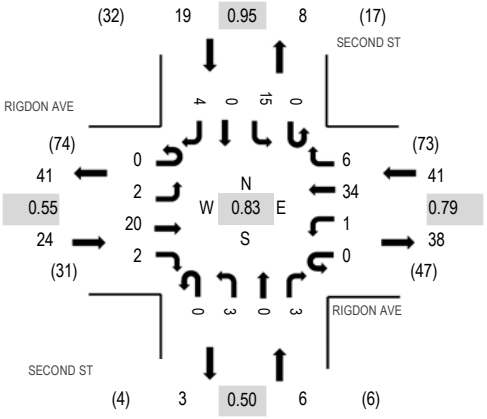
Traffic Counts - Motorized Vehicles

Interval Start Time	3900 S Eastbound				3900 S Westbound				S STATE ST Northbound				S STATE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	28	148	58	0	43	128	31	3	31	222	72	6	40	271	32	1,113	4,592	0	3	1	8
4:15 PM	0	36	113	56	0	55	136	32	5	25	193	70	4	46	287	43	1,101	4,803	2	5	7	1
4:30 PM	0	28	148	65	0	40	151	41	0	47	244	55	6	43	313	34	1,215	5,016	0	7	1	4
4:45 PM	0	27	148	53	0	49	164	32	5	46	209	59	4	38	282	47	1,163	4,972	0	2	0	0
5:00 PM	0	35	183	58	0	47	181	49	3	47	247	58	5	42	323	46	1,324	4,869	5	7	6	2
5:15 PM	0	38	207	54	0	42	167	43	1	45	257	51	1	43	338	27	1,314		0	3	2	2
5:30 PM	0	38	125	44	0	54	132	31	0	45	252	58	3	39	311	39	1,171		2	0	6	2
5:45 PM	0	29	145	43	0	47	116	33	2	34	233	52	3	42	245	36	1,060		0	2	2	0
Count Total	0	259	1,217	431	0	377	1,175	292	19	320	1,857	475	32	333	2,370	304	9,461		9	29	25	19
Peak Hour	0	128	686	230	0	178	663	165	9	185	957	223	16	166	1,256	154	5,016		5	19	9	8

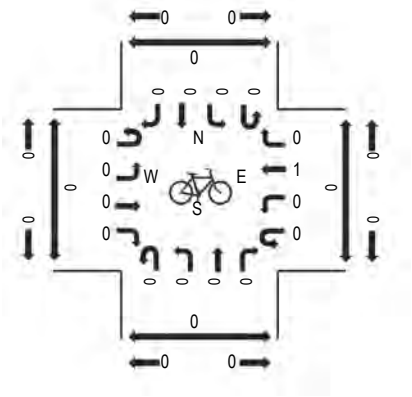
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 SECOND ST & RIGDON AVE PM
Date: Tuesday, April 14, 2026
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

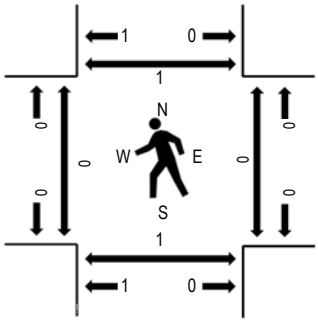
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

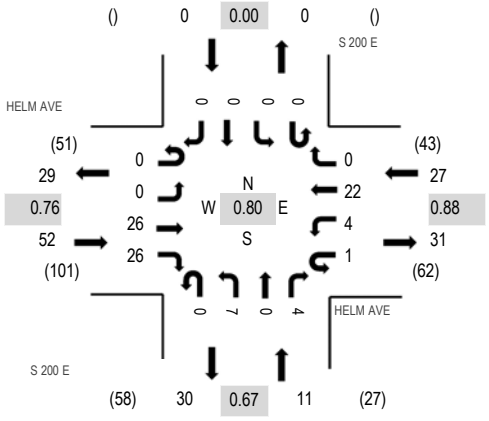
Interval Start Time	RIGDON AVE Eastbound				RIGDON AVE Westbound				SECOND ST Northbound				SECOND ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	1	9	60	0	0	1	0
4:15 PM	0	0	2	0	0	0	6	1	0	0	0	0	0	0	0	2	11	76	0	0	0	0
4:30 PM	0	1	1	0	0	0	5	1	0	0	0	0	0	3	0	2	13	82	0	0	1	0
4:45 PM	0	0	6	0	0	0	12	1	0	3	0	0	0	4	0	1	27	90	0	0	1	0
5:00 PM	0	2	9	0	0	0	9	1	0	0	0	0	0	4	0	0	25	82	0	0	0	1
5:15 PM	0	0	1	2	0	1	4	1	0	0	0	3	0	4	0	1	17		0	0	0	0
5:30 PM	0	0	4	0	0	0	9	3	0	0	0	0	0	3	0	2	21		0	0	0	0
5:45 PM	0	1	1	1	0	0	7	4	0	0	0	0	0	2	0	3	19		0	1	0	0
Count Total	0	4	24	3	0	1	59	13	0	3	0	3	0	20	0	12	142		0	1	3	1
Peak Hour	0	2	20	2	0	1	34	6	0	3	0	3	0	15	0	4	90		0	0	1	1

ALL TRAFFIC DATA SERVICES

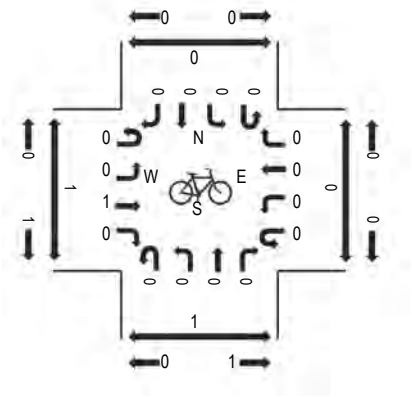
(303) 216-2439
www.alltrafficdata.net

Location: 5 S 200 E & HELM AVE PM
Date: Tuesday, April 14, 2026
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

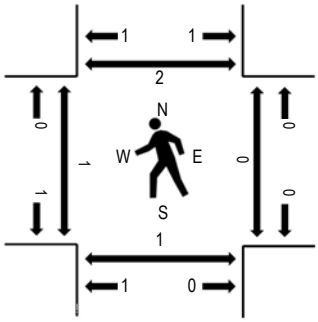
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

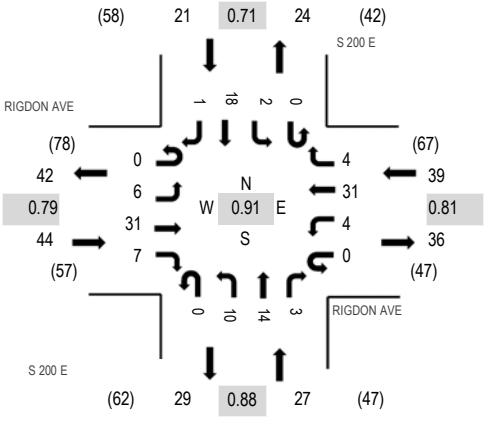
Traffic Counts - Motorized Vehicles

Interval Start Time	HELM AVE Eastbound				HELM AVE Westbound				S 200 E Northbound				S 200 E Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	5	8	0	2	5	0	0	2	0	0	0	0	0	0	22	89	0	0	0	0
4:15 PM	0	0	6	11	1	1	6	0	0	2	0	1	0	0	0	0	28	90	0	0	0	0
4:30 PM	0	0	3	6	0	1	5	0	0	3	0	0	0	0	0	0	18	82	0	0	1	0
4:45 PM	0	0	7	4	0	1	6	0	0	2	0	1	0	0	0	0	21	79	1	0	0	0
5:00 PM	0	0	10	5	0	1	5	0	0	0	0	2	0	0	0	0	23	82	0	0	0	2
5:15 PM	0	0	8	5	0	0	1	0	0	4	0	2	0	0	0	0	20		1	0	1	0
5:30 PM	0	0	5	4	0	1	2	0	0	2	0	1	0	0	0	0	15		0	0	0	0
5:45 PM	0	0	7	7	0	1	4	0	0	2	0	3	0	0	0	0	24		1	0	0	0
Count Total	0	0	51	50	1	8	34	0	0	17	0	10	0	0	0	0	171		3	0	2	2
Peak Hour	0	0	26	26	1	4	22	0	0	7	0	4	0	0	0	0	90		1	0	1	2

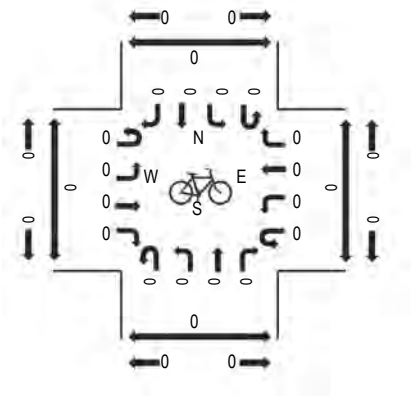
(303) 216-2439
www.alltrafficdata.net

Location: 6 S 200 E & RIGDON AVE PM
Date: Tuesday, April 14, 2026
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

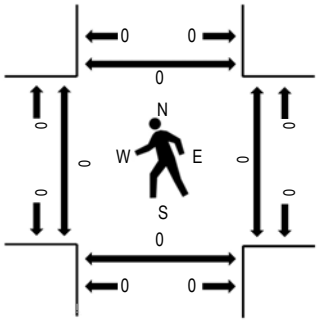
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

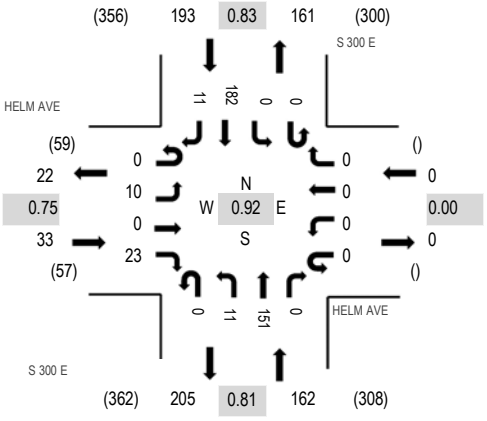
Traffic Counts - Motorized Vehicles

Interval Start Time	RIGDON AVE Eastbound				RIGDON AVE Westbound				S 200 E Northbound				S 200 E Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	0	0	0	0	7	0	0	1	2	0	0	1	8	1	21	106	0	0	0	0
4:15 PM	0	0	1	1	0	0	6	0	0	1	3	1	0	1	9	2	25	117	0	0	0	0
4:30 PM	0	1	4	0	0	1	4	1	0	2	3	0	0	0	7	0	23	127	0	0	0	0
4:45 PM	0	2	8	2	0	1	10	1	0	3	3	1	0	0	5	0	36	131	0	0	0	0
5:00 PM	0	1	11	2	0	0	8	0	0	2	2	1	0	0	5	1	33	124	0	0	0	0
5:15 PM	0	2	7	1	0	2	5	2	0	1	6	1	0	1	4	0	32		0	0	0	0
5:30 PM	0	1	5	2	0	1	8	1	0	4	3	0	0	1	4	0	30		0	0	0	0
5:45 PM	0	2	3	0	0	0	9	0	0	2	5	0	0	0	7	1	29		0	0	0	0
Count Total	0	10	39	8	0	5	57	5	0	16	27	4	0	4	49	5	229		0	0	0	0
Peak Hour	0	6	31	7	0	4	31	4	0	10	14	3	0	2	18	1	131		0	0	0	0

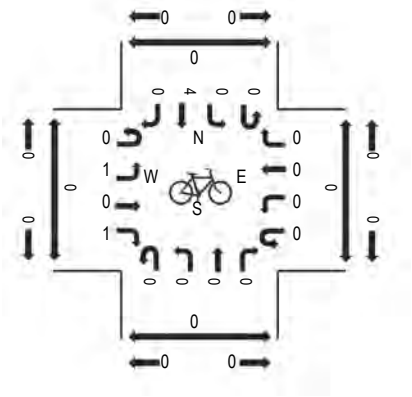
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 S 300 E & HELM AVE PM
Date: Tuesday, April 14, 2026
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

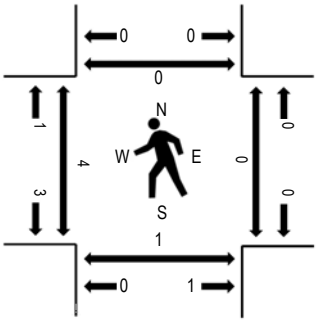
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

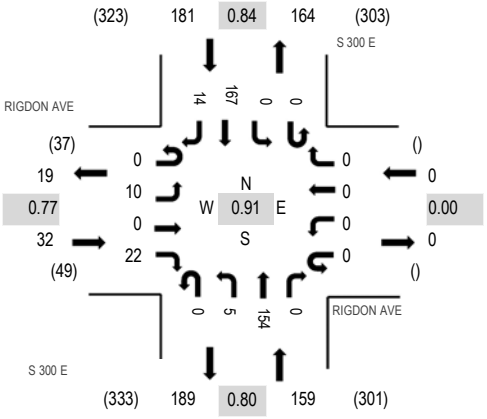
Interval Start Time	HELM AVE Eastbound				HELM AVE Westbound				S 300 E Northbound				S 300 E Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	0	6	0	0	0	0	0	5	36	0	1	0	36	6	92	333	5	0	0	0
4:15 PM	0	2	0	3	0	0	0	0	0	4	37	0	0	0	31	4	81	346	4	0	0	0
4:30 PM	0	2	0	1	0	0	0	0	0	5	26	0	1	0	23	8	66	368	1	0	0	0
4:45 PM	0	2	0	6	0	0	0	0	0	3	30	0	0	0	51	2	94	382	0	0	0	0
5:00 PM	0	2	0	9	0	0	0	0	0	2	48	0	0	0	42	2	105	388	3	0	0	0
5:15 PM	0	4	0	4	0	0	0	0	0	2	34	0	0	0	55	4	103		0	0	0	0
5:30 PM	0	2	0	4	0	0	0	0	0	3	30	0	0	0	38	3	80		1	0	1	0
5:45 PM	0	2	0	6	0	0	0	0	0	4	39	0	0	0	47	2	100		0	0	0	0
Count Total	0	18	0	39	0	0	0	0	0	28	280	0	2	0	323	31	721		14	0	1	0
Peak Hour	0	10	0	23	0	0	0	0	0	11	151	0	0	0	182	11	388		4	0	1	0

ALL TRAFFIC DATA SERVICES

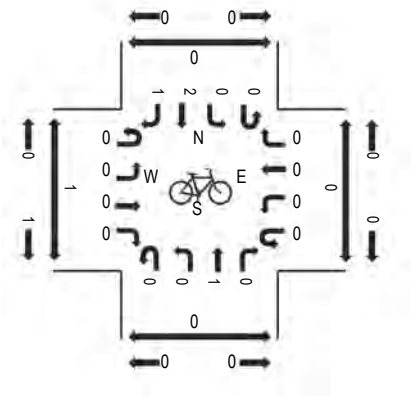
(303) 216-2439
www.alltrafficdata.net

Location: 8 S 300 E & RIGDON AVE PM
Date: Tuesday, April 14, 2026
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

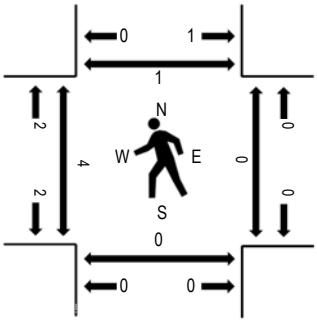
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

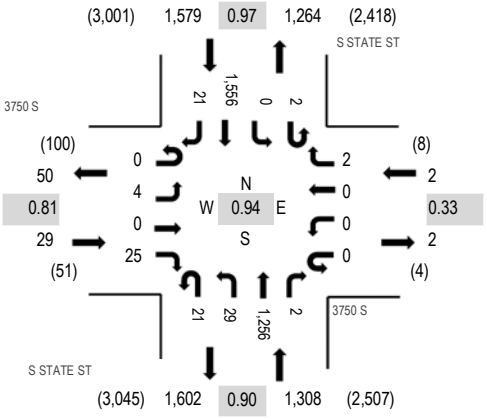
Traffic Counts - Motorized Vehicles

Interval Start Time	RIGDON AVE Eastbound				RIGDON AVE Westbound				S 300 E Northbound				S 300 E Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	0	2	0	0	0	0	0	0	38	0	0	0	38	2	81	301	4	2	0	4
4:15 PM	0	2	0	4	0	0	0	0	0	1	36	0	0	0	28	3	74	322	0	0	0	0
4:30 PM	0	0	0	2	0	0	0	0	0	4	30	0	0	0	23	2	61	347	0	0	0	0
4:45 PM	0	3	0	3	0	0	0	0	0	4	29	0	0	0	44	2	85	367	4	0	0	0
5:00 PM	0	1	0	8	0	0	0	0	0	1	49	0	0	0	41	2	102	372	1	0	0	0
5:15 PM	0	4	0	7	0	0	0	0	0	2	32	0	0	0	49	5	99		0	0	0	1
5:30 PM	0	3	0	5	0	0	0	0	0	2	33	0	0	0	37	1	81		1	0	0	0
5:45 PM	0	2	0	2	0	0	0	0	0	0	40	0	0	0	40	6	90		2	0	0	0
Count Total	0	16	0	33	0	0	0	0	0	14	287	0	0	0	300	23	673		12	2	0	5
Peak Hour	0	10	0	22	0	0	0	0	0	5	154	0	0	0	167	14	372		4	0	0	1

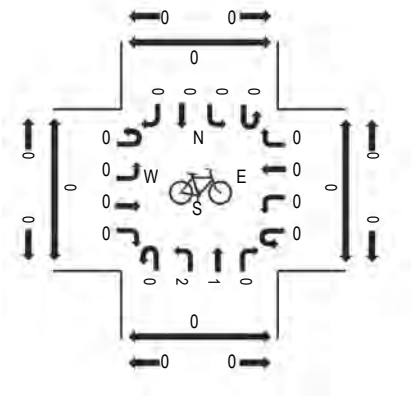
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 S STATE ST & 3750 S PM
Date: Tuesday, April 14, 2026
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

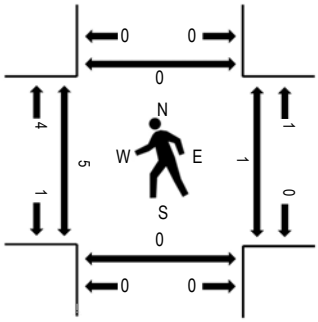
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	3750 S Eastbound				3750 S Westbound				S STATE ST Northbound				S STATE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	6	0	0	0	1	3	7	264	1	1	0	352	3	638	2,718	2	2	0	0
4:15 PM	0	1	0	5	0	2	0	0	6	9	279	0	1	0	360	4	667	2,795	2	1	0	0
4:30 PM	0	2	0	2	0	0	0	0	11	4	292	1	2	0	371	9	694	2,907	1	0	0	0
4:45 PM	0	0	0	7	0	0	0	1	5	5	303	0	0	0	392	6	719	2,918	1	1	0	0
5:00 PM	0	1	0	8	0	0	0	0	8	3	306	1	1	0	382	5	715	2,849	2	0	0	0
5:15 PM	0	1	0	4	0	0	0	0	2	15	347	1	1	0	404	4	779		0	0	0	0
5:30 PM	0	2	0	6	0	0	0	1	6	6	300	0	0	0	378	6	705		2	0	0	0
5:45 PM	0	0	0	6	0	0	0	3	6	8	308	0	0	0	313	6	650		1	0	0	0
Count Total	0	7	0	44	0	2	0	6	47	57	2,399	4	6	0	2,952	43	5,567		11	4	0	0
Peak Hour	0	4	0	25	0	0	0	2	21	29	1,256	2	2	0	1,556	21	2,918		5	1	0	0

Appendix D – Signal Timing

Econolite ASC/3 or Cobalt Database Printout

UDOT Version 5 - 5/25/2021 - MDL

MaxView Controller Information

Controller Number	7156
Controller Name	3900 S @ State St (US-89)
Main St.	3900 S
Side St.	State St (US-89)
IP Address	10.208.11.143
NTCIP Receive Port	Automatic
NTCIP Send Port	161
NTCIP Timeout	1000

The information above is taken from the MaxView Central System, not directly from the controller.

Phase In Use/Ped

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

Ring Assignment

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

Controller Sequence

Hardware Alt Sequence Enable

Hardware Alt Sequence Enable	Enabled

Barrier Assignment

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

This data is not available in the print template.

Sequence 1

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

Sequence 2

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

Sequence 3

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

Sequence 4

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

Sequence 5

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

Sequence 6

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

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

Sequence 7

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

Sequence 8

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

Sequence 9

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

Sequence 10

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

Sequence 11

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

Sequence 12

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

Sequence 13

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

Sequence 14

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

Sequence 15

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

Sequence 16

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

Phase Compatibility

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

Backup Prevent Phase

Timing	Prevent Backup to Phase															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	X		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	X		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	X		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	X		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.

15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap Phases

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

Load Switch Assignment

				Dimming				Power Flash				Auto Flash			
Channel		Ph/Ovl	Type	R	Y	G	D	Auto	Yel	Red		Yel	Red	Tgthr	
1		1	Phase Vehicle	.	.	.	.					.	X	.	
2		2	Phase Vehicle	.	.	.	.					.	X	X	
3		3	Phase Vehicle	.	.	.	.					.	X	.	
4		4	Phase Vehicle	.	.	.	.					.	X	X	
5		5	Phase Vehicle	.	.	.	X					.	X	.	
6		6	Phase Vehicle	.	.	.	X					.	X	X	
7		7	Phase Vehicle	.	.	.	X					.	X	.	
8		8	Phase Vehicle	.	.	.	X					.	X	X	
9		2	Phase Pedestrian	.	.	.	.					.	.	.	
10		4	Phase Pedestrian	.	.	.	.					.	.	.	
11		6	Phase Pedestrian	.	.	.	X					.	.	.	
12		8	Phase Pedestrian	.	.	.	X					.	.	.	
13		1	Overlap	.	.	.	.					.	X	.	
14		2	Overlap	.	.	.	X					.	X	.	
15		3	Overlap	.	.	.	.					.	X	.	
16		4	Overlap	.	.	.	X					.	X	.	

**Power Flash settings a

SDLC Options

TS2/MMU Type Cabinet (ASC/3-2100 Only)	Enabled
MMU Extended Status	Enabled
SDLC Stop Time	Enabled
3 Critical RFEs Lockup DISABLE	Disabled
MMU to CU SDLC External Start	

This data is not available in the print tem

BIUs Present

BIU	1	2	3	4	5	6	7	8		
Term & Facility	X	X	.	.	.	.	.	.		
Detector Rack	X	X	X	X	.	.	.	.	X	.

MMU Compatibility Mode

MMU Compatibility Mode	Manual

MMU Channel Compatibility

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

This data is not available in the print template.

Color Check Enable

Color Check Enabled	Enabled

Colors

MMU/LS			Red	Yellow	Green
1			On	On	On
2			On	On	On
3			On	On	On
4			On	On	On
5			On	On	On
6			On	On	On
7			On	On	On
8			On	On	On
9			On	On	On
10			On	On	On
11			On	On	On
12			On	On	On
13			Off	Off	Off
14			Off	Off	Off
15			Off	Off	Off
16			Off	Off	Off

Secondary to Secondary

BIU	1	2	3	4	5	6	7	8	MMU	Diag
Term & Facility	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Detector Rack	Off	Off	Off	Off	Off	Off	Off	Off		

Enable SDLC Diagnostic Tests	Disabled

Ethernet

Controller IP	
Subnet Mask	
Default Gateway	
Server IP	
Link Speed/Duplex	

This data is not available in the print template.

Drop-out Time	

Communications Port 2

Enable	
Bit Rate	
D/P/S	
Duplex	
Flow Control	
Protocol	

This data is not available in the print template.

Communications Port 3A

Enable	
Bit Rate	
D/P/S	
Duplex	
Flow Control	
Protocol	
Address	
Group Address	
Drop-out Time	
Singled Flagged	

This data is not available in the print template.

Communications Port 3B

Enable	
Bit Rate	
D/P/S	
Duplex	
Flow Control	
RTS-CTS Delay	
RTS Turn Off	
Early RTS	
Protocol	
Address	
Group Address	
Drop-out Time	
Singled Flagged	

This data is not available in the print template.

NTCIP Settings

Backup Time	UDP Port	Ethernet Priority
300	161	1

Port Priority

Port	2	3A	3B
Priority	4	2	3

ECPIP

Controller Address																
Expanded system Det Address																
System Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Local Detector	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

This data is not available in the print template.

Peer to Peer

Local Port	503			

Peer	Port	IP Address				Peer Timeout
1	503	0	0	0	0	1

2		503	0	0	0	0	1
3		503	0	0	0	0	1
4		503	0	0	0	0	1
5		503	0	0	0	0	1
6		503	0	0	0	0	1
7		503	0	0	0	0	1
8		503	0	0	0	0	1
9		503	0	0	0	0	1
10		503	0	0	0	0	1
11		503	0	0	0	0	1
12		503	0	0	0	0	1
13		503	0	0	0	0	1
14		503	0	0	0	0	1
15		503	0	0	0	0	1

Log Event

RFE's (MMU/TF)	On
3 RFEs > 24 Hrs	On
MMU Flash Faults	On
Local Flash	On
RFE's (DET/TEST)	On
Detector Errors	On
Coord Errors	On
Central Download	On
Preempt	On
TSP	Off
Power On/Off	On
Low Battery	On
Access	On
Data Change	On
Online/Offline	

This data is not available in the print template.

Log Alarms

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

Display Options	
Key Click Enabled	Enabled
Backlight Enabled	Enabled
Backlight On Time	0

are also missing from the uploaded databases in MaxView

plate.

Timing Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	15	5	20	5	15	5	20	0	0	0	0	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Service Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	22	0	16	0	22	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 Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veh Ext	1.8	1.6	1.8	1.6	1.8	1.6	1.8	1.6	0	0	0	0	0	0	0	0
Veh Ext2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	25	60	15	30	25	60	15	30	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3.6	4.5	3.8	4.7	3.6	4.5	3.6	4.7	3	3	3	3	3	3	3	3
Red Clear	2	1.9	2.1	1.9	1.9	2	1.9	2.1	1.5	2	1.5	2	1.5	2	1.5	2
Red Max	0	6.9	0	6.9	0	7	0	7.1	0	0	0	0	0	0	0	0
Red Revert	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Actuations Before	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
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	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

Timing Plan 2

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	0	0	0	0	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Service Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veh Ext	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0
Veh Ext2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	25	40	25	30	25	40	25	30	0	0	0	0	0	0	0	0
Max2	30	45	30	35	30	45	30	35	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3	4	3	4	3	4	3	4	3	3	3	3	3	3	3	3
Red Clear	1.5	2	1.5	2	1.5	2	1.5	2	1.5	2	1.5	2	1.5	2	1.5	2

Red Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Actuations Before	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
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	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

Timing Plan 3

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	0	0	0	0	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Service Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veh Ext	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0
Veh Ext2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	25	40	25	30	25	40	25	30	0	0	0	0	0	0	0	0
Max2	30	45	30	35	30	45	30	35	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3	4	3	4	3	4	3	4	3	3	3	3	3	3	3	3
Red Clear	1.5	2	1.5	2	1.5	2	1.5	2	1.5	2	1.5	2	1.5	2	1.5	2
Red Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Actuations Before	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
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	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

Timing Plan 4

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	0	0	0	0	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Service Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Carry Over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Veh Ext	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0
Veh Ext2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	25	40	25	30	25	40	25	30	0	0	0	0	0	0	0	0
Max2	30	45	30	35	30	45	30	35	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3	4	3	4	3	4	3	4	3	3	3	3	3	3	3	3
Red Clear	1.5	2	1.5	2	1.5	2	1.5	2	1.5	2	1.5	2	1.5	2	1.5	2
Red Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Actuations Before	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
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	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

Overlap Times

Overlap	Type	Lag GRN	Yellow	Red	Advance GRN
1	PPLT FYA	0.0	0.0	0.0	0.0
2	PPLT FYA	0.0	0.0	0.0	0.0
3	PPLT FYA	0.0	0.0	0.0	0.0
4	PPLT FYA	0.0	0.0	0.0	0.0
5	Other/Econolite	0.0	0.0	0.0	0.0
6	Other/Econolite	0.0	0.0	0.0	0.0
7	Other/Econolite	0.0	0.0	0.0	0.0
8	Other/Econolite	0.0	0.0	0.0	0.0
9	Other/Econolite	0.0	0.0	0.0	0.0
10	Other/Econolite	0.0	0.0	0.0	0.0
11	Other/Econolite	0.0	0.0	0.0	0.0
12	Other/Econolite	0.0	0.0	0.0	0.0
13	Other/Econolite	0.0	0.0	0.0	0.0
14	Other/Econolite	0.0	0.0	0.0	0.0
15	Other/Econolite	0.0	0.0	0.0	0.0
16	Other/Econolite	0.0	0.0	0.0	0.0

Overlap A (1)

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Green																
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

This data is n

Overlap B (2)

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

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

This data is n

Overlap C (3)

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Green																
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

This data is n

Overlap D (4)

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Green																
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

This data is n

Overlap E (5)

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Green																
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

This data is n

Overlap F (6)

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Green																
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

This data is n

Overlap G (7)

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

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

This data is n

Overlap H (8)

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Green																
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

This data is n

Overlap I (9)

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Green																
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

This data is n

Overlap J (10)

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Green																
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

This data is n

Overlap K (11)

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Green																
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

This data is n

Overlap L (12)

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

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

This data is n

Overlap M (13)

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Green																
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

This data is n

Overlap N (14)

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Green																
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

This data is n

Overlap O (15)

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Green																
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

This data is n

Overlap P (16)

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Green																
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

This data is n

PPLT FYA Overlap Configuration

Overlap	A (1)	B (2)	C (3)	D (4)

Protected Phase	1	3	5	7
Permissive Phase	2	4	6	8
Flashing Arrow Output	Yellow Ped	Yellow Ped	Yellow Ped	Yellow Ped
Delay Start FYA	3	3	3	3
Delay Start FYA Clearance	0.0	0.0	0.0	0.0
Special Fnc Disable Bit	2	4	6	8
Protected Overlap Enable	No	No	No	No
Permissive Overlap Enable	No	No	No	No
FYA Left Turn Overlap	0	0	0	0
PPLT Permissive Overlap	None	None	None	None

Overlap	E (5)	F (6)	G (7)	H (8)
Protected Phase	0	0	0	0
Permissive Phase	0	0	0	0
Flashing Arrow Output	Green Overlap	Green Overlap	Green Overlap	Green Overlap
Delay Start FYA	0	0	0	0
Delay Start FYA Clearance	0.0	0.0	0.0	0.0
Special Fnc Disable Bit	0	0	0	0
Protected Overlap Enable	No	No	No	No
Permissive Overlap Enable	No	No	No	No
FYA Left Turn Overlap	0	0	0	0
PPLT Permissive Overlap	None	None	None	None

Overlap	I (9)	J (10)	K (11)	L (12)
Protected Phase	0	0	0	0
Permissive Phase	0	0	0	0
Flashing Arrow Output	Green Overlap	Green Overlap	Green Overlap	Green Overlap
Delay Start FYA	0	0	0	0
Delay Start FYA Clearance	0.0	0.0	0.0	0.0
Special Fnc Disable Bit	0	0	0	0
Protected Overlap Enable	No	No	No	No
Permissive Overlap Enable	No	No	No	No
FYA Left Turn Overlap	0	0	0	0
PPLT Permissive Overlap	None	None	None	None

Overlap	M (13)	N (14)	O (15)	P (16)
Protected Phase	0	0	0	0
Permissive Phase	0	0	0	0
Flashing Arrow Output	Green Overlap	Green Overlap	Green Overlap	Green Overlap
Delay Start FYA	0	0	0	0
Delay Start FYA Clearance	0.0	0.0	0.0	0.0
Special Fnc Disable Bit	0	0	0	0
Protected Overlap Enable	No	No	No	No
Permissive Overlap Enable	No	No	No	No
FYA Left Turn Overlap	0	0	0	0
PPLT Permissive Overlap	None	None	None	None

Veh/Ped Overlaps

	Included Phases															
Ped Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped 1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped 4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped 5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Ped 6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped 7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped 8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped 9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped 10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped 11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped 12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped 13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped 14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped 15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped 16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Guaranteed Minimum Times

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0
Walk	0	4	0	4	0	4	0	4	0	0	0	0	0	0	0	0
Ped Clear	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Yellow	3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4
Red Clear	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Up Options

Flash > Mon	Enabled
Start Up Flash	0
All Red	6
Power Start Seq	1
MUTCD 2009	
MUTCD Y->G	

This data is not available in the print template

Start Up Interval

	1	2	3	4	5	6	7	8
Phase	.	Green Walk	.	.	.	Green Walk	.	.
Overlap	X	X	X	X	X	X	X	X

	9	10	11	12	13	14	15	16
Phase	.	.	.	.	.	.	.	.
Overlap	X	X	X	X	X	X	X	X

Automatic Flash Options

Flash > Mon	Enabled
Exit Interval	Green Walk
Min Flash Time	8
Min Recall	
Cycle Phases	

This data is not available in the print template

Automatic Flash Options

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Entry Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Overlap Exit	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.

Controller Options

Ped Clear Protect	Enabled
Red Revert	2

MUTCD 3s Don't Walk	

This data is not available in the print template

Controller Options

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Green	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Act I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Act II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Pd Reservice	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Act Rest in Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flashing Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Clr thru Yel	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Clr thru Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Immed Gap Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Pre-timed Mode

Enable Pre-timed Mode	Disabled
Free Input Enables Pre-timed	Disabled

Pre-Timed Phases

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

Phase Recall Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Locking Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Veh Min Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Rest	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Added Int Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Recall Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Locking Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Veh Min Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Rest	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Added Int Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Recall Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Locking Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Veh Min Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Rest	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Added Int Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Recall Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Locking Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Veh Min Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Rest	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Added Int Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ot available in MaxView

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ot available in MaxView

ot available in MaxView

Coordination Options

Manual Pattern	Auto
System Source	System
Splits In	
Transition	Shortway
Dwell Add Time	0
Delay Coord Walk	Disabled
Offset Ref	Lead
Ped Recall	Disabled
Local Zero Override	Enabled
Re-sync Count	0

ECPI Coord	Enabled
System Format	Plan
Offset In	
Max Select	MaxInhibit
Force Off Mode	Fixed
Call Use Ped Time	Disabled
Ped Reservice	Disabled
FO Add Initial	Disabled
Multi Sync	Disabled

This data is not available in the print template

Coordinator Patterns

Pattern	Cycle	Offset	Sequence	Ring Displace.			Force Off	Veh Perm 1	Vehi Perm 2	Veh Perm 2 Displace.	Re-service	Act. Coord	Max Select	Dwell/Add Timg	STD (COS)	Action Plan	Split Plan	Timing Plan	Split Demand Pat 1	Split Demand Pat 2	Crossing Art Pat
				Ring																	
				2	3	4															
1	120	54	1	0	0	0	None	0	0	0	Disabled	Enabled	None	0	*	1	1	1	0	0	0
2	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	2	2	1	0	0	0
3	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	3	3	1	0	0	0
4	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	4	4	1	0	0	0
5	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	5	5	1	0	0	0
6	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	6	6	1	0	0	0
7	108	105	1	0	0	0	None	0	0	0	Disabled	Enabled	None	0	*	7	7	1	0	0	0
8	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	8	8	1	0	0	0
9	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	9	9	1	0	0	0
10	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	10	10	1	0	0	0
11	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	11	11	1	0	0	0
12	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	12	12	1	0	0	0
13	120	31	1	0	0	0	None	0	0	0	Disabled	Enabled	None	0	*	13	13	1	0	0	0
14	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	14	14	1	0	0	0
15	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	15	15	1	0	0	0
16	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	16	16	1	0	0	0
17	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	17	17	1	0	0	0
18	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	18	18	1	0	0	0
19	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	19	19	1	0	0	0

**This data is not available ir*

20	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	20	20	1	0	0	0
21	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	21	21	1	0	0	0
22	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	22	22	1	0	0	0
23	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	23	23	1	0	0	0
24	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	24	24	1	0	0	0
25	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	25	25	1	0	0	0
26	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	26	26	1	0	0	0
27	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	27	27	1	0	0	0
28	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	28	28	1	0	0	0
29	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	29	29	1	0	0	0
30	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	30	30	1	0	0	0
31	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	31	31	1	0	0	0
32	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	32	32	1	0	0	0
33	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	33	33	1	0	0	0
34	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	34	34	1	0	0	0
35	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	35	35	1	0	0	0
36	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	36	36	1	0	0	0
37	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	37	37	1	0	0	0
38	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	38	38	1	0	0	0
39	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	39	39	1	0	0	0
40	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	40	40	1	0	0	0
41	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	41	41	1	0	0	0
42	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	42	42	1	0	0	0
43	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	43	43	1	0	0	0
44	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	44	44	1	0	0	0
45	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	45	45	1	0	0	0
46	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	46	46	1	0	0	0
47	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	47	47	1	0	0	0
48	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	48	48	1	0	0	0
49	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	49	49	1	0	0	0
50	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	50	50	1	0	0	0
51	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	51	51	1	0	0	0
52	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	52	52	1	0	0	0
53	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	53	53	1	0	0	0
54	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	54	54	1	0	0	0
55	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	55	55	1	0	0	0
56	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	56	56	1	0	0	0
57	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	57	57	1	0	0	0
58	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	58	58	1	0	0	0
59	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	59	59	1	0	0	0

60	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	60	60	1	0	0	0
61	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	61	61	1	0	0	0
62	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	62	62	1	0	0	0
63	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	63	63	1	0	0	0
64	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	64	64	1	0	0	0
65	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	65	65	1	0	0	0
66	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	66	66	1	0	0	0
67	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	67	67	1	0	0	0
68	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	68	68	1	0	0	0
69	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	69	69	1	0	0	0
70	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	70	70	1	0	0	0
71	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	71	71	1	0	0	0
72	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	72	72	1	0	0	0
73	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	73	73	1	0	0	0
74	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	74	74	1	0	0	0
75	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	75	75	1	0	0	0
76	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	76	76	1	0	0	0
77	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	77	77	1	0	0	0
78	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	78	78	1	0	0	0
79	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	79	79	1	0	0	0
80	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	80	80	1	0	0	0
81	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	81	81	1	0	0	0
82	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	82	82	1	0	0	0
83	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	83	83	1	0	0	0
84	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	84	84	1	0	0	0
85	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	85	85	1	0	0	0
86	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	86	86	1	0	0	0
87	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	87	87	1	0	0	0
88	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	88	88	1	0	0	0
89	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	89	89	1	0	0	0
90	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	90	90	1	0	0	0
91	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	91	91	1	0	0	0
92	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	92	92	1	0	0	0
93	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	93	93	1	0	0	0
94	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	94	94	1	0	0	0
95	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	95	95	1	0	0	0
96	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	96	96	1	0	0	0
97	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	97	97	1	0	0	0
98	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	98	98	1	0	0	0
99	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	99	99	1	0	0	0

100	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	100	100	1	0	0	0
101	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	101	1	0	0	0
102	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	102	1	0	0	0
103	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	103	1	0	0	0
104	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	104	1	0	0	0
105	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	105	1	0	0	0
106	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	106	1	0	0	0
107	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	107	1	0	0	0
108	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	108	1	0	0	0
109	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	109	1	0	0	0
110	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	110	1	0	0	0
111	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	111	1	0	0	0
112	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	112	1	0	0	0
113	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	113	1	0	0	0
114	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	114	1	0	0	0
115	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	115	1	0	0	0
116	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	116	1	0	0	0
117	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	117	1	0	0	0
118	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	118	1	0	0	0
119	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	119	1	0	0	0
120	0	0	1	0	0	0	None	0	0	0	Disabled	Disabled	None	0	*	1	120	1	0	0	0

Coordinator Patterns

Pat	Act. Coord	Act. Walk Rest	Split Extension				Split Preference Phases															
			Ring				Preference 1															
			1	2	3	4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Enabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Enabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

12	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	Enabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

52	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
53	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
60	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
67	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
72	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
73	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
77	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
81	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
82	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
83	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
84	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
85	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
88	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
89	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
91	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

92	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
93	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
94	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
95	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
96	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
97	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
98	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
99	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
101	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
102	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
103	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
104	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
105	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
106	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
107	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
108	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
109	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
110	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
111	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
113	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
114	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
116	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
117	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
118	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
119	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120	Disabled	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Coordinator Special Function Outputs

Pat	Split Preference Phases																Special Function Outputs							
	Preference 2																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	8
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.

4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.

44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.

84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.

Split Patterns

Pattern	1	2	3	4	5

Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	15	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	50	X	None	0	.	None	0	.	None	0	.	None	0	.	None
3	15	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	40	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	18	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	47	X	None	0	.	None	0	.	None	0	.	None	0	.	None
7	15	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	40	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	6			7			8			9			10		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	17	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	38	X	None	0	.	None	0	.	None	0	.	None
3	0	.	None	16	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	37	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	17	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	38	X	None	0	.	None	0	.	None	0	.	None
7	0	.	None	16	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	37	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	11			12			13			14			15		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	20	.	None	0	.	None	0	.	None

2	0	.	None	0	.	None	43	X	None	0	.	None	0	.	None
3	0	.	None	0	.	None	18	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	39	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	18	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	45	X	None	0	.	None	0	.	None
7	0	.	None	0	.	None	18	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	39	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	16			17			18			19			20		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	21			22			23			24			25		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	26			27			28			29			30		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	31			32			33			34			35		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	36			37			38			39			40		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	41			42			43			44			45		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	46			47			48			49			50		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	51			52			53			54			55		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	56			57			58			59			60		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	61			62			63			64			65		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	66			67			68			69			70		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	71			72			73			74			75		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	76			77			78			79			80		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	81			82			83			84			85		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	86			87			88			89			90		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	91			92			93			94			95		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	96			97			98			99			100		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	101			102			103			104			105		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	106			107			108			109			110		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall

1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	111			112			113			114			115		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
3	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Pattern	116			117			118			119			120		
Phase	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall	Split	Coord	Recall
1	0	.	None	0	.	None	0	.	None	0	.	None	25	.	None
2	0	.	None	0	.	None	0	.	None	0	.	None	60	.	None

3	0	.	None	0	.	None	0	.	None	0	.	None	15	.	None
4	0	.	None	0	.	None	0	.	None	0	.	None	30	.	None
5	0	.	None	0	.	None	0	.	None	0	.	None	25	.	None
6	0	.	None	0	.	None	0	.	None	0	.	None	60	.	None
7	0	.	None	0	.	None	0	.	None	0	.	None	15	.	None
8	0	.	None	0	.	None	0	.	None	0	.	None	30	.	None
9	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
10	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
11	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
12	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
13	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
14	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
15	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None
16	0	.	None	0	.	None	0	.	None	0	.	None	0	.	None

Auto Perm Min Green

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

Split Demand

Demand	Detector	Call Time	Cycle Count	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

the print template

Preempt Plan 1

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.								

Preempt Plan 2

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.								

Preempt Plan 3

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Phase	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.								

Preempt Plan 4

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Phase	.	X	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.								

Preempt Plan 5

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Phase	.	.	X	.	.	.	.	X	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.								

Preempt Plan 6

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Phase	.	.	.	X	.	.	X	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.								

Preempt Plan 7

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Phase	.	X	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.								

Preempt Plan 8

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Dwell Phase	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.								

Preempt Plan 9

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Phase	.	.	.	X	.	.	X	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.								

Preempt Plan 10

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Phase	.	.	X	.	.	.	.	X	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.								

Preempt Configuration

Preempt	1	2	3	4	5
Enable	No	No	Sequence 1-16	Sequence 1-16	Sequence 1-16
No Det. Lock	.	.	X	X	X
No Override Flash	X	X	X	X	X
Terminate Overlap	Disabled	Disabled	Disabled	Disabled	Disabled
Ped Dark	Disabled	Disabled	Disabled	Disabled	Disabled
Linked Preemptor	0	1	0	0	0
Exit Timing Plan	0	0	0	0	0
No Preemptor Override	.	.	X	X	X
Delay	0	0	0	0	0
Duration	0	0	0	0	0
Ped Clear thru Yellow	Disabled	Disabled	Disabled	Disabled	Disabled
Track Clr Reservice	Disabled	Disabled	Disabled	Disabled	Disabled
Flash Exit Color	Green	Green	Green	Green	Green

Reservice Time	0	0	0	0	0
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled
Inhibit	0	0	0	0	0
Clear>Green	Disabled	Disabled	Disabled	Disabled	Disabled
Terminate Phase	Disabled	Disabled	Enabled	Enabled	Enabled
Dwell Flash	Off	Off	Off	Off	Off
Exit to Coord	Disabled	Disabled	Disabled	Disabled	Disabled
Fault Type					
PMT Active Output	ON	ON	ON	ON	ON
Other Pri/Preempt	.	.	.	.	.
Pre Active Dwell	Disabled	Disabled	Disabled	Disabled	Disabled
Non-Pri Preempt	.	.	.	.	.
Inhibit Extension					
Priority Return					
Conditional Delay					
Ped Priority Return					
Queue Delay					

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Preempt	6	7	8	9	10
Enable	Sequence 1-16	Sequence 1-16	Sequence 1-16	Sequence 1-16	Sequence 1-16
No Det. Lock	X	X	X	X	X
No Override Flash	X	X	X	X	X
Terminate Overlap	Disabled	Disabled	Disabled	Disabled	Disabled
Ped Dark	Disabled	Disabled	Disabled	Disabled	Disabled
Linked Preemptor	0	0	0	0	0
Exit Timing Plan	0	0	0	0	0
No Preemptor Override	.	X	X	X	X
Delay	0	0	0	0	0
Duration	0	0	0	0	0
Ped Clear thru Yellow	Disabled	Disabled	Disabled	Disabled	Disabled
Track Clr Reservice	Disabled	Disabled	Disabled	Disabled	Disabled
Flash Exit Color	Green	Green	Green	Green	Green
Reservice Time	0	0	0	0	0
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled
Inhibit	0	0	0	0	0
Clear>Green	Disabled	Disabled	Disabled	Disabled	Disabled
Terminate Phase	Enabled	Enabled	Enabled	Enabled	Enabled
Dwell Flash	Off	Off	Off	Off	Off
Exit to Coord	Disabled	Disabled	Disabled	Disabled	Disabled
Fault Type					
PMT Active Output	ON	ON	ON	ON	ON
Other Pri/Preempt	.	.	.	.	.
Pre Active Dwell	Disabled	Disabled	Disabled	Disabled	Disabled
Non-Pri Preempt	.	.	.	.	.
Inhibit Extension					
Priority Return					
Conditional Delay					
Ped Priority Return					
Queue Delay					

This data is n

This data is n

Preempt Settings

Preempt	1	2	3	4	5	6	7	8	9	10
Flash Dwell	.	.	.	.	.	.	.	.	.	.

Free During Preempt

Preempt	1	2	3	4	5	6	7	8	9	10
Ring 1	.	.	.	.	.	.	.	.	.	.
Ring 2	.	.	.	.	.	.	.	.	.	.
Ring 3	.	.	.	.	.	.	.	.	.	.
Ring 4	.	.	.	.	.	.	.	.	.	.

Preempt Times

Preempt	1	2	3	4	5	6	7	8	9	10
Entrance TM Walk	0	0	0	0	0	0	0	0	0	0
Entrance TM - Ped clr	255	255	255	255	255	255	255	255	255	255
Entrance TM-MinGrn	0	0	5	5	5	5	5	5	5	5
Entrance TM - Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Entrance TM-Red Clr	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Clr - Min Green	0	0	0	0	0	0	0	0	0	0
Track Clr - Ext Green										
Track Clr - Max Green										
Track Clear - Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Clear - Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Dwell/Cycl-Min Dwell	0	0	10	10	10	10	10	10	10	10
Dwell/Cycl-Pre Ext.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dwell/Cycl-Max Time	0	0	120	120	120	120	120	120	120	120
Dwell/Cycl-Exit Yel	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Dwell/Cycl-Exit Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5

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Enable Preempt Filtering

Preempt	Solid	Pulsing
1	ByPassed	ByPassed
2	ByPassed	ByPassed
3	Preempt 3	Preempt 7
4	Preempt 4	Preempt 8
5	Preempt 5	Preempt 9
6	Preempt 6	Preempt 10
7	ByPassed	ByPassed
8	ByPassed	ByPassed
9	ByPassed	ByPassed
10	ByPassed	ByPassed

TSP/SCP Plan

TSP Plan	1	2	3	4	5	6
Enabled	Sequence 1-16	Sequence 1-16	Sequence 1-16	Sequence 1-16	Sequence 1-16	Sequence 1-16
Signal Type	Solid	Solid	Solid	Solid	Solid	Solid
Det Lock	No	No	No	No	No	No
Delay Time	0	0	0	0	0	0
Max Pres	0	0	0	0	0	0
PMT Reserv	No	No	No	No	No	No
No Delay	No	No	No	No	No	No
SF Inhibit	0	0	0	0	0	0
Reserve Cyc	0	0	0	0	0	0
Bus Heading	NB	SB	EB	WB	Not Mapped	Not Mapped

TSP/SCP Global Settings

ECPI Mode	NTCIP SCP
Free Pattern	
Headway Allowance	0

This data is not available in the print template.

TSP Plans - Phases

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

TSP Plans - Phase Omit

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

TSP Plans - Ped Omit

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

TSP/SCP Split Pattern Plan 1

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0

TSP/SCP Split Pattern Plan 2

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TSP/SCP Split Pattern Plan 3

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TSP/SCP Split Pattern Plan 4

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TSP/SCP Split Pattern Plan 5

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TSP/SCP Split Pattern Plan 6

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TSP/SCP Split Pattern Plan 7

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0

TSP/SCP Split Pattern Plan 8

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TSP/SCP Split Pattern Plan 9

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TSP/SCP Split Pattern Plan 10

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TSP/SCP Split Pattern Plan 11

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TSP/SCP Split Pattern Plan 12

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TSP/SCP Split Pattern Plan 13

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TSP/SCP Split Pattern Plan 14

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TSP/SCP Split Pattern Plan 15

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 16

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 17

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 18

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 19

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 20

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 21

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 22

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 23

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 24

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 25

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 26

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 27

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 28

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 29

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 30

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 31

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 32

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 33

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 34

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 35

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 36

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 37

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 38

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 39

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 40

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 41

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 42

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 43

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 44

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 45

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 46

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 47

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 48

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 49

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 50

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 51

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 52

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 53

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 54

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 55

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 56

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 57

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 58

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 59

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 60

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 61

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 62

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 63

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 64

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 65

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 66

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 67

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 68

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 69

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 70

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 71

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 72

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 73

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 74

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 75

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 76

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 77

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 78

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 79

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 80

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 81

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 82

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 83

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 84

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 85

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 86

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 87

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 88

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 89

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 90

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 91

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 92

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 93

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 94

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 95

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 96

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 97

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 98

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 99

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 100

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 101

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 102

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 103

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 104

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 105

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 106

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 107

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 108

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 109

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 110

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 111

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 112

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 113

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 114

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 115

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 116

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 117

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 118

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 119

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

TSP/SCP Split Pattern Plan 120

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Rdx Time	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Min Green	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

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Clock/Calendar Data

Enable Action Plan	0
Sync Ref Time - Hour	0
Sync Ref Time - Min	0
Time Reset Input Set Time - Hour	3
Time Reset Input Set Time - Miin	30
Time Reset Input Set Time - Sec	0

Sync Reference	Reference Time
Time from GMT	
Daylight Saving Time	Enable US DST

This data is not av

Schedule

		Schedule																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Day Plan		1	2	3	4	5	6	7	1	7	7	7	7	7	7	7	7	7	1	7	0
Month of Year	Jan	X	X	.	.	.	.	X	X	.	X	.	.	.	.	.	.	.	.	.	.
	Feb	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	Mar	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	Apr	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	May	X	X	.	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
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	Jul	X	X	.	.	.	.	X	.	.	.	.	X	X	X	.	.	.	.	.	.
	Aug	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	Sep	X	X	.	.	.	.	X	.	.	.	.	.	.	.	X	.	.	.	.	.
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	5	X	X	.	.	.	.	X	.	.	.	.	.	.	X	X	.	.	.	.	.
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	9	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	17	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	18	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	19	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	20	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	21	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	22	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	X	.	.	.	.
	23	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	X	X	.	.	.
	24	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	X	X	.	.	.

25	X	X	.	.	.	.	X	.	.	.	X	.	.	.	.	X	X	X	.	.
26	X	X	.	.	.	.	X	.	.	.	X	.	.	.	.	X	X	.	X	.
27	X	X	.	.	.	.	X	.	.	.	X	.	.	.	.	X	X	.	.	.
28	X	X	.	.	.	.	X	.	.	.	X	.	.	.	.	X	X	.	.	.
29	X	X	.	.	.	.	X	.	.	.	X	.	.	.	.	.	X	.	.	.
30	X	X	.	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.
31	X	X	.	.	.	.	X	.	X	.	X	.	.	.	.	.	.	.	.	.

		Schedule																			
		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Day Plan		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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		Schedule																			
		41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Day Plan		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Month of Year	Jan	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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		Schedule																			
		61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
Day Plan		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Month of Year	Jan	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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		Schedule																			
		81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Day Plan		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Month of Year	Jan	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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		Schedule																			
		101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120
Day Plan		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Month of Year	Jan	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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		Schedule																			
		121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140
Day Plan		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Month of Year	Jan	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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		Schedule																				
		141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160
Day Plan		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Month of Year	Jan	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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		Schedule																			
		161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180
Day Plan		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Month of Year	Jan	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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		Schedule																			
		181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200
Day Plan		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Month of Year	Jan	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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Day Plans

Day Pln	1			2			3			4			5		
Event	Action	Hr	Min	Action	Hr	Min	Action	Hr	Min	Action	Hr	Min	Action	Hr	Min
1	100	00	01	100	00	01	0	00	00	0	00	00	0	00	00
2	7	09	30	1	07	00	0	00	00	0	00	00	0	00	00
3	100	19	00	7	09	00	0	00	00	0	00	00	0	00	00
4	0	00	00	13	15	30	0	00	00	0	00	00	0	00	00
5	0	00	00	7	18	30	0	00	00	0	00	00	0	00	00
6	0	00	00	100	21	00	0	00	00	0	00	00	0	00	00
7	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
8	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
9	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
10	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
11	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
12	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
13	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
14	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
15	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
16	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
17	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
18	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
19	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
20	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
21	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
22	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
23	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
24	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
25	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
26	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
27	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
28	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
29	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
30	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
31	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
32	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
33	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
34	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
35	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
36	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
37	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
38	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
39	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
40	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
41	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
42	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
43	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
44	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
45	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
46	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
47	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
48	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
49	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
50	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00

Day Pln	6			7			8			9			10		
Event	Action	Hr	Min	Action	Hr	Min	Action	Hr	Min	Action	Hr	Min	Action	Hr	Min

1	0	00	00	100	00	01	0	00	00	0	00	00	0	00	00
2	0	00	00	7	08	30	0	00	00	0	00	00	0	00	00
3	0	00	00	100	23	00	0	00	00	0	00	00	0	00	00
4	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
5	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
6	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
7	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
8	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
9	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
10	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
11	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
12	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
13	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
14	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
15	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
16	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
17	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
18	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
19	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
20	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
21	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
22	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
23	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
24	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
25	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
26	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
27	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
28	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
29	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
30	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
31	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
32	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
33	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
34	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
35	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
36	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
37	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
38	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
39	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
40	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
41	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
42	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
43	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
44	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
45	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
46	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
47	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
48	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
49	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00
50	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00

Day Pln	11			12			13			14			15			1
Event	Action	Hr	Min	Action	Hr	Min	Action	Hr	Min	Action	Hr	Min	Action	Hr	Min	Action
1	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
2	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0

3	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
4	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
5	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
6	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
7	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
8	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
9	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
10	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
11	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
12	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
13	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
14	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
15	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
16	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
17	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
18	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
19	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
20	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
21	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
22	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
23	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
24	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
25	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
26	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
27	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
28	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
29	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
30	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
31	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
32	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
33	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
34	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
35	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
36	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
37	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
38	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
39	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
40	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
41	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
42	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
43	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
44	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
45	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
46	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
47	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
48	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
49	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0
50	0	00	00	0	00	00	0	00	00	0	00	00	0	00	00	0

Action Plans

Action		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Pattern		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Plans	Timing	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Veh Det	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1
	Veh Det Diag	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

	Ped Det Diag	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sys Override		Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Sequence		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Det Log		0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute
Red Rest		Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled

Action		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Pattern		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Plans	Timing	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Veh Det	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Veh Det Diag	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Ped Det Diag	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sys Override		Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Sequence		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Det Log		0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute
Red Rest		Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled

Action		41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Pattern		41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Plans	Timing	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Veh Det	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1
	Veh Det Diag	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Ped Det Diag	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sys Override		Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Sequence		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Det Log		0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute
Red Rest		Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled

Action		61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
Pattern		61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
Plans	Timing	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Veh Det	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Veh Det Diag	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Ped Det Diag	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sys Override		Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Sequence		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Det Log		0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute
Red Rest		Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled

Action		81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Pattern		81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	Free
Plans	Timing	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Veh Det	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Veh Det Diag	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Ped Det Diag	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sys Override		Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Sequence		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Det Log		0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute	0 Minute
Red Rest		Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled

Action Plan Phase Tables

Action	Phase/Function	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Veh Ext 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

	Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
1	Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Cond Service Inh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Phase Omit	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Special Fcn	.	.	.	.	.	.	.	.								
	Aux Fcn	.	.	.													
	Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Walk 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Veh Ext 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Max 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Cond Service Inh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Phase Omit	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Special Fcn	.	.	.	.	.	.	.	.								
	Aux Fcn	.	.	.													
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	Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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	Special Fcn	.	.	.	.	.	.	.	.								
	Aux Fcn	.	.	.													
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	Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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	Special Fcn	.	.	.	.	.	.	.	.								
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	Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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	Special Fcn	.	.	.	.	.	.	.	.								
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	Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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	Special Fcn	.	.	.	.	.	.	.	.								
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	Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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9	Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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12	Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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	Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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14	Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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	Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15	Max 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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Logic Statement Enable

Logic Plan Enable

Action Plan		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
2	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
3	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
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	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
74	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
75	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
76	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
77	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
78	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
79	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
80	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
81	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
82	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
83	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
84	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
85	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
86	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
87	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
88	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
89	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
90	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
91	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
92	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
93	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
94	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
95	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
96	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
97	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
98	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
99	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
100	1-20	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	21-40	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	41-60	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	61-80	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
	81-100	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

Exception Days

Exception Day	Type	MON/MON	DOW/DOM	WOM/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
37	Float	0	0	0	0
38	Float	0	0	0	0
39	Float	0	0	0	0
40	Float	0	0	0	0
41	Float	0	0	0	0
42	Float	0	0	0	0
43	Float	0	0	0	0
44	Float	0	0	0	0
45	Float	0	0	0	0
46	Float	0	0	0	0

47	Float	0	0	0	0
48	Float	0	0	0	0
49	Float	0	0	0	0
50	Float	0	0	0	0
51	Float	0	0	0	0
52	Float	0	0	0	0
53	Float	0	0	0	0
54	Float	0	0	0	0
55	Float	0	0	0	0
56	Float	0	0	0	0
57	Float	0	0	0	0
58	Float	0	0	0	0
59	Float	0	0	0	0
60	Float	0	0	0	0
61	Float	0	0	0	0
62	Float	0	0	0	0
63	Float	0	0	0	0
64	Float	0	0	0	0
65	Float	0	0	0	0
66	Float	0	0	0	0
67	Float	0	0	0	0
68	Float	0	0	0	0
69	Float	0	0	0	0
70	Float	0	0	0	0
71	Float	0	0	0	0
72	Float	0	0	0	0
73	Float	0	0	0	0
74	Float	0	0	0	0
75	Float	0	0	0	0
76	Float	0	0	0	0
77	Float	0	0	0	0
78	Float	0	0	0	0
79	Float	0	0	0	0
80	Float	0	0	0	0
81	Float	0	0	0	0
82	Float	0	0	0	0
83	Float	0	0	0	0
84	Float	0	0	0	0
85	Float	0	0	0	0
86	Float	0	0	0	0
87	Float	0	0	0	0
88	Float	0	0	0	0
89	Float	0	0	0	0
90	Float	0	0	0	0

ailable in the print template

6	
Hr	Min
00	00
00	00

00	00
00	00
00	00

Veh Detector Phase Assignments, Detector Plan 1

			Called Phases																XPh = Cross S	
Det Ch	ECPI	Ph	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	XPh	Type
1	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
2	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
3	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
4	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
5	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
6	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
7	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
8	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
9	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
10	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
11	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
12	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
13	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
14	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
15	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
16	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
17	X	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
18	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
19	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
20	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
21	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
22	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
23	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
24	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
25	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
26	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
27	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
28	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
29	X	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
30	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
31	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
32	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
33	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
34	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
35	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
36	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
37	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
38	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
39	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
40	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
41	X	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
42	X	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
43	X	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
44	X	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
45	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
46	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
47	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
48	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
49	X	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
50	X	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
51	X	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
52	X	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend

53	X	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
54	X	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
55	X	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
56	X	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
57	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
58	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
59	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
60	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
61	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
62	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
63	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
64	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP

Vehicle Detector Setup, Detector Plan 1

Det Ch	Type	TS2 Det	Call Option	Ext: Passage	Ext: Queue	Added Initial	Lock Yellow	Lock Red	PMT Queue	Delay Time	Ext/Pass Time	Queue Limit	NTCIP Vol	NTCIP Occ
1	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
2	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
3	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
4	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
5	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
6	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
7	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
8	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
9	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
10	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
11	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
12	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
13	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
14	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
15	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
16	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
17	NTCIP	*	X	X	.	.	.	.	*	3	0	0	.	.
18	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
19		*	X	X	.	.	.	.	*	0	1.6	0	.	.
20		*	X	X	.	.	.	.	*	0	1.6	0	.	.
21		*	X	X	.	.	.	.	*	0	1.6	0	.	.
22	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
23	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
24	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
25	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
26	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
27	Red extend	*	X	X	.	.	.	.	*	0	0	0	.	.
28	Red extend	*	X	X	.	.	.	.	*	0	0	0	.	.
29	NTCIP	*	X	X	.	.	.	.	*	3	0	0	.	.
30	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
31		*	X	X	.	.	.	.	*	0	1.6	0	.	.
32		*	X	X	.	.	.	.	*	0	1.6	0	.	.
33		*	X	X	.	.	.	.	*	0	1.6	0	.	.
34	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
35	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.

**This data is not available in the*

36	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
37	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
38	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
39	Red extend	*	X	X	.	.	.	.	*	0	0	0	.	.
40	Red extend	*	X	X	.	.	.	.	*	0	0	0	.	.
41	NTCIP	*	X	X	.	.	.	.	*	3	0	0	.	.
42	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
43	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
44	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
45	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
46	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
47	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
48	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
49	Red extend	*	X	X	.	.	.	.	*	0	0	0	.	.
50	Red extend	*	X	X	.	.	.	.	*	0	0	0	.	.
51	Red extend	*	X	X	.	.	.	.	*	0	0	0	.	.
52	Red extend	*	X	X	.	.	.	.	*	0	0	0	.	.
53	NTCIP	*	X	X	.	.	.	.	*	3	0	0	.	.
54	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
55	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
56	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
57	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
58	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
59	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
60	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
61	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
62	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
63	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.
64	NTCIP	*	X	X	.	.	.	.	*	0	0	0	.	.

Veh Detector Phase Assignments, Detector Plan 2

			Called Phases																	
Det Ch	ECPI	Ph	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	XPh	Type
1	X	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
2	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
3	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
4	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
5	X	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
6	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
7	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
8	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
9	X	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
10	X	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
11	X	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
12	X	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
13	X	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
14	X	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
15	X	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
16	X	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
17	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
18	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
19	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
20	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
21	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
22	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP

23	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
24	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
25	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
26	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
27	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
28	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
29	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
30	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
31	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
32	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
33	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
34	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
35	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
36	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
37	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
38	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
39	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
40	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
41	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
42	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
43	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
44	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
45	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
46	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
47	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
48	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
49	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
50	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
51	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
52	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
53	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
54	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
55	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
56	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
57	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
58	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
59	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
60	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
61	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
62	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
63	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
64	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP

Vehicle Detector Setup, Detector Plan 2

Det Ch	Type	Call Option	Ext: Passage	Ext: Queue	Added Initial	Lock Yellow	Lock Red	PMT Queue	Delay Time	Ext/Pass Time	Queue Limit	NTCIP Vol	NTCIP Occ
1	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
2	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
3	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
4	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
5	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.

**This data is not available in the print*

6	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
7	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
8	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
9	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
10	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
11	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
12	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
13	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
14	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
15	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
16	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
17	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
18	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
19	Размер трех значного поля	X	X	.	.	.	.	*	0	0	0	.	.
20	Размер трех значного поля	X	X	.	.	.	.	*	0	0	0	.	.
21	Размер трех значного поля	X	X	.	.	.	.	*	0	0	0	.	.
22	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
23	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
24	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
25	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
26	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
27	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
28	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
29	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
30	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
31	Размер трех значного поля	X	X	.	.	.	.	*	0	0	0	.	.
32	Размер трех значного поля	X	X	.	.	.	.	*	0	0	0	.	.
33	Размер трех значного поля	X	X	.	.	.	.	*	0	0	0	.	.
34	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
35	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
36	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
37	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
38	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
39	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
40	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
41	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
42	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
43	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
44	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
45	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
46	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
47	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
48	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
49	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
50	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
51	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
52	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
53	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
54	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
55	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
56	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
57	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
58	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
59	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
60	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.

61	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
62	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
63	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
64	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.

Veh Detector Phase Assignments, Detector Plan 3

			Called Phases																	
Det Ch	ECPI	Ph	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	XPh	Type
1	X	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
2	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
3	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
4	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
5	X	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
6	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
7	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
8	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
9	X	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
10	X	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
11	X	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
12	X	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
13	X	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
14	X	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
15	X	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
16	X	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
17	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
18	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
19	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
20	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
21	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
22	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
23	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
24	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
25	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
26	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
27	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
28	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
29	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
30	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
31	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
32	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
33	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
34	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
35	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
36	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
37	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
38	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
39	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
40	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
41	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
42	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
43	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
44	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
45	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
46	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
47	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP

48	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
49	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
50	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
51	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
52	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
53	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
54	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
55	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
56	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
57	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
58	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
59	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
60	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
61	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
62	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
63	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
64	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP

Vehicle Detector Setup, Plan 3

Det Ch	Type	Call Option	Ext: Passage	Ext: Queue	Added Initial	Lock Yellow	Lock Red	PMT Queue	Delay Time	Ext/Pass Time	Queue Limit	NTCIP Vol	NTCIP Occ
1	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
2	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
3	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
4	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
5	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
6	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
7	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
8	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
9	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
10	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
11	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
12	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
13	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
14	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
15	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
16	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
17	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
18	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
19	[illegible]	X	X	.	.	.	.	*	0	0	0	.	.
20	[illegible]	X	X	.	.	.	.	*	0	0	0	.	.
21	[illegible]	X	X	.	.	.	.	*	0	0	0	.	.
22	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
23	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
24	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
25	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
26	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
27	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
28	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
29	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
30	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.

**This data is not available in the print*

31	[illegible]	X	X	.	.	.	.	*	0	0	0	.	.
32	[illegible]	X	X	.	.	.	.	*	0	0	0	.	.
33	[illegible]	X	X	.	.	.	.	*	0	0	0	.	.
34	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
35	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
36	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
37	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
38	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
39	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
40	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
41	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
42	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
43	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
44	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
45	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
46	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
47	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
48	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
49	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
50	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
51	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
52	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
53	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
54	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
55	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
56	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
57	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
58	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
59	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
60	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
61	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
62	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
63	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
64	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.

Veh Detector Phase Assignments, Detector Plan 4

			Called Phases																	
Det Ch	ECPI	Ph	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	XPh	Type
1	X	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
2	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
3	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
4	X	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
5	X	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
6	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
7	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
8	X	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
9	X	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
10	X	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
11	X	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
12	X	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
13	X	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
14	X	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
15	X	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
16	X	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
17	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP

18	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
19	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
20	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
21	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
22	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
23	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
24	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
25	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
26	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
27	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
28	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
29	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
30	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
31	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
32	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
33	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Passage type queue/stop bar
34	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
35	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
36	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
37	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
38	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
39	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
40	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
41	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
42	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
43	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
44	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
45	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
46	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
47	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
48	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
49	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
50	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
51	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
52	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	Red extend
53	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
54	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
55	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
56	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
57	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
58	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
59	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
60	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
61	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
62	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
63	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP
64	X	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	NTCIP

Vehicle Detector Setup, Detector Plan 4

Det Ch	Type	Call Option	Ext: Passage	Ext: Queue	Added Initial	Lock Yellow	Lock Red	PMT Queue	Delay Time	Ext/Pass Time	Queue Limit	NTCIP Vol	NTCIP Occ

1	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
2	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
3	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
4	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
5	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
6	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
7	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
8	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
9	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
10	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
11	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
12	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
13	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
14	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
15	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
16	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
17	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
18	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
19	[illegible]	X	X	.	.	.	.	*	0	0	0	.	.
20	[illegible]	X	X	.	.	.	.	*	0	0	0	.	.
21	[illegible]	X	X	.	.	.	.	*	0	0	0	.	.
22	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
23	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
24	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
25	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
26	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
27	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
28	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
29	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
30	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
31	[illegible]	X	X	.	.	.	.	*	0	0	0	.	.
32	[illegible]	X	X	.	.	.	.	*	0	0	0	.	.
33	[illegible]	X	X	.	.	.	.	*	0	0	0	.	.
34	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
35	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
36	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
37	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
38	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
39	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
40	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
41	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
42	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
43	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
44	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
45	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
46	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
47	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
48	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
49	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
50	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
51	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
52	Red extend	X	X	.	.	.	.	*	0	0	0	.	.
53	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
54	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
55	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.

**This data is not available in the print*

56	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
57	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
58	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
59	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
60	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
61	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
62	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
63	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.
64	NTCIP	X	X	.	.	.	.	*	0	0	0	.	.

Ped Assignment Mode

Ped Det Phase Assignment Mode	NTCIP

Ped Detector Assignment - NTCIP Mode

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

This data is not av

Ped Detector Assignment - Econolite Mode

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

Speed Detector Setup Option

NTCIP Log	0
ECPI Log	TBAP
Length	Inches

Speed Detector Setup

Speed Det	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Local Det	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
One/Two Det	1 Det	1 Det	1 Det	1 Det	1 Det	1 Det	1 Det	1 Det	1 Det	1 Det	1 Det	1 Det	1 Det	1 Det	1 Det	1 Det
Veh Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trap Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enable Log	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Veh Diagnostic Plans, Plan 1

Detector	Counts	Activity	Max Presence	Xs	Failed Time	Failed Call Delay
1	0	0	0	1	255	0
2	0	0	0	1	255	0
3	0	0	0	1	255	0

4	0	0	0	1	255	0
5	0	0	0	1	255	0
6	0	0	0	1	255	0
7	0	0	0	1	255	0
8	0	0	0	1	255	0
9	0	0	0	1	255	0
10	0	0	0	1	255	0
11	0	0	0	1	255	0
12	0	0	0	1	255	0
13	0	0	0	1	255	0
14	0	0	0	1	255	0
15	0	0	0	1	255	0
16	0	0	0	1	255	0
17	0	0	0	1	255	0
18	0	0	0	1	255	0
19	0	0	0	1	255	0
20	0	0	0	1	255	0
21	0	0	0	1	255	0
22	0	0	0	1	255	0
23	0	0	0	1	255	0
24	0	0	0	1	255	0
25	0	0	0	1	255	0
26	0	0	0	1	255	0
27	0	0	0	1	255	0
28	0	0	0	1	255	0
29	0	0	0	1	255	0
30	0	0	0	1	255	0
31	0	0	0	1	255	0
32	0	0	0	1	255	0
33	0	0	0	1	255	0
34	0	0	0	1	255	0
35	0	0	0	1	255	0
36	0	0	0	1	255	0
37	0	0	0	1	255	0
38	0	0	0	1	255	0
39	0	0	0	1	255	0
40	0	0	0	1	255	0
41	0	0	0	1	255	0
42	0	0	0	1	255	0
43	0	0	0	1	255	0
44	0	0	0	1	255	0
45	0	0	0	1	255	0
46	0	0	0	1	255	0
47	0	0	0	1	255	0
48	0	0	0	1	255	0
49	0	0	0	1	255	0
50	0	0	0	1	255	0
51	0	0	0	1	255	0
52	0	0	0	1	255	0
53	0	0	0	1	255	0
54	0	0	0	1	255	0
55	0	0	0	1	255	0
56	0	0	0	1	255	0
57	0	0	0	1	255	0
58	0	0	0	1	255	0

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

Veh Diagnostic Plans, Plan 2

Detector	Counts	Activity	Max Presence	Xs	Failed Time	Failed Call Delay
1	0	0	0	1	255	0
2	0	0	0	1	255	0
3	0	0	0	1	255	0
4	0	0	0	1	255	0
5	0	0	0	1	255	0
6	0	0	0	1	255	0
7	0	0	0	1	255	0
8	0	0	0	1	255	0
9	0	0	0	1	255	0
10	0	0	0	1	255	0
11	0	0	0	1	255	0
12	0	0	0	1	255	0
13	0	0	0	1	255	0
14	0	0	0	1	255	0
15	0	0	0	1	255	0
16	0	0	0	1	255	0
17	0	0	0	1	255	0
18	0	0	0	1	255	0
19	0	0	0	1	255	0
20	0	0	0	1	255	0
21	0	0	0	1	255	0
22	0	0	0	1	255	0
23	0	0	0	1	255	0
24	0	0	0	1	255	0
25	0	0	0	1	255	0
26	0	0	0	1	255	0
27	0	0	0	1	255	0
28	0	0	0	1	255	0
29	0	0	0	1	255	0
30	0	0	0	1	255	0
31	0	0	0	1	255	0
32	0	0	0	1	255	0
33	0	0	0	1	255	0
34	0	0	0	1	255	0
35	0	0	0	1	255	0
36	0	0	0	1	255	0
37	0	0	0	1	255	0
38	0	0	0	1	255	0
39	0	0	0	1	255	0
40	0	0	0	1	255	0
41	0	0	0	1	255	0
42	0	0	0	1	255	0
43	0	0	0	1	255	0
44	0	0	0	1	255	0
45	0	0	0	1	255	0
46	0	0	0	1	255	0

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

Veh Diagnostic Plans, Plan 3

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

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

Veh Diagnostic Plans, Plan 4

Detector	Counts	Activity	Max Presence	Xs	Failed Time	Failed Call Delay
1	0	0	0	1	255	0
2	0	0	0	1	255	0
3	0	0	0	1	255	0
4	0	0	0	1	255	0
5	0	0	0	1	255	0
6	0	0	0	1	255	0
7	0	0	0	1	255	0
8	0	0	0	1	255	0
9	0	0	0	1	255	0
10	0	0	0	1	255	0
11	0	0	0	1	255	0
12	0	0	0	1	255	0
13	0	0	0	1	255	0
14	0	0	0	1	255	0
15	0	0	0	1	255	0
16	0	0	0	1	255	0
17	0	0	0	1	255	0
18	0	0	0	1	255	0
19	0	0	0	1	255	0
20	0	0	0	1	255	0
21	0	0	0	1	255	0
22	0	0	0	1	255	0

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

Ped Detector Diagnostics, Plan 1

Detector	Counts	Activity	Presence	Multiplier
1	0	0	0	1
2	0	0	0	1
3	0	0	0	1
4	0	0	0	1
5	0	0	0	1
6	0	0	0	1
7	0	0	0	1
8	0	0	0	1
9	0	0	0	1
10	0	0	0	1

11	0	0	0	1
12	0	0	0	1
13	0	0	0	1
14	0	0	0	1
15	0	0	0	1
16	0	0	0	1

Ped Detector Diagnostics, Plan 2

Detector	Counts	Activity	Presence	Multiplier
1	0	0	0	1
2	0	0	0	1
3	0	0	0	1
4	0	0	0	1
5	0	0	0	1
6	0	0	0	1
7	0	0	0	1
8	0	0	0	1
9	0	0	0	1
10	0	0	0	1
11	0	0	0	1
12	0	0	0	1
13	0	0	0	1
14	0	0	0	1
15	0	0	0	1
16	0	0	0	1

Ped Detector Diagnostics, Plan 3

Detector	Counts	Activity	Presence	Multiplier
1	0	0	0	1
2	0	0	0	1
3	0	0	0	1
4	0	0	0	1
5	0	0	0	1
6	0	0	0	1
7	0	0	0	1
8	0	0	0	1
9	0	0	0	1
10	0	0	0	1
11	0	0	0	1
12	0	0	0	1
13	0	0	0	1
14	0	0	0	1
15	0	0	0	1
16	0	0	0	1

Ped Detector Diagnostics, Plan 4

Detector	Counts	Activity	Presence	Multiplier
1	0	0	0	1
2	0	0	0	1
3	0	0	0	1
4	0	0	0	1
5	0	0	0	1
6	0	0	0	1
7	0	0	0	1
8	0	0	0	1

9	0	0	0	1
10	0	0	0	1
11	0	0	0	1
12	0	0	0	1
13	0	0	0	1
14	0	0	0	1
15	0	0	0	1
16	0	0	0	1

Switch Phase

print template

template

template

template

ailable in the print template

Logic Statement Control

Statement	Command	Statement	Command	Statement	Command	Statement	Command
1	Enable	26	Enable	51	Enable	76	Enable
2	Enable	27	Enable	52	Enable	77	Enable
3	Enable	28	Enable	53	Enable	78	Enable
4	Enable	29	Enable	54	Enable	79	Enable
5	Enable	30	Enable	55	Enable	80	Enable
6	Enable	31	Enable	56	Enable	81	Enable
7	Enable	32	Enable	57	Enable	82	Enable
8	Enable	33	Enable	58	Enable	83	Enable
9	Enable	34	Enable	59	Enable	84	.
10	Enable	35	Enable	60	Enable	85	.
11	Enable	36	Enable	61	Enable	86	.
12	Enable	37	Enable	62	Enable	87	.
13	Enable	38	Enable	63	Enable	88	.
14	Enable	39	Enable	64	Enable	89	.
15	Enable	40	Enable	65	Enable	90	.
16	Enable	41	Enable	66	Enable	91	.
17	.	42	Enable	67	Enable	92	.
18	.	43	Enable	68	Enable	93	.
19	.	44	Enable	69	Enable	94	.
20	Enable	45	Enable	70	Enable	95	.
21	Enable	46	Enable	71	Enable	96	.
22	Enable	47	Enable	72	Enable	97	.
23	Enable	48	Enable	73	Enable	98	.
24	Enable	49	Enable	74	Enable	99	.
25	Enable	50	Enable	75	Enable	100	.

Logic Statements

Statement	Cond	If	Peer	Fail	Element	Desc	Op	Test		Then	Element	Desc	Set
1	1	IF	0	F	LP CIB CODE ON	0	IS	220	THEN	Then	LP SET LOGIC FLAG	31	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	LP DELAY FOR	0	0.4
	7		0	F		0	IS	0		Else	LP SET LOGIC FLAG	31	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

2	1	IF	0	F	LP CIB CODE ON	0	IS	220	THEN	Then	LP DELAY FOR	0	0.4
	2		0	F		0	IS	0		Then	LP SET LOGIC FLAG	32	ON
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	LP SET LOGIC FLAG	32	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
3	1	IF	0	F	LP CIB CODE ON	0	IS	221	THEN	Then	LP SET LOGIC FLAG	33	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	LP DELAY FOR	0	0.4
	7		0	F		0	IS	0		Else	LP SET LOGIC FLAG	33	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
4	1	IF	0	F	LP CIB CODE ON	0	IS	221	THEN	Then	LP DELAY FOR	0	0.4
	2		0	F		0	IS	0		Then	LP SET LOGIC FLAG	34	ON
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	LP SET LOGIC FLAG	34	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
5	1	IF	0	F	LP CIB CODE ON	0	IS	222	THEN	Then	LP SET LOGIC FLAG	35	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	LP DELAY FOR	0	0.4
	7		0	F		0	IS	0		Else	LP SET LOGIC FLAG	35	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

6	1	IF	0	F	LP CIB CODE ON	0	IS	222	THEN	Then	LP DELAY FOR	0	0.4
	2		0	F		0	IS	0		Then	LP SET LOGIC FLAG	36	ON
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	LP SET LOGIC FLAG	36	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
7	1	IF	0	F	LP CIB CODE ON	0	IS	223	THEN	Then	LP SET LOGIC FLAG	37	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	LP DELAY FOR	0	0.4
	7		0	F		0	IS	0		Else	LP SET LOGIC FLAG	37	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
8	1	IF	0	F	LP CIB CODE ON	0	IS	223	THEN	Then	LP DELAY FOR	0	0.4
	2		0	F		0	IS	0		Then	LP SET LOGIC FLAG	38	ON
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	LP SET LOGIC FLAG	38	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
9	1	IF	0	F	LP FLAG	32	IS	ON	THEN	Then	PMT CALL PMT SEQ	7	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	PMT CALL PMT SEQ	7	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

10	1	IF	0	F	LP FLAG	34	IS	ON	THEN	Then	PMT CALL PMT SEQ	8	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	PMT CALL PMT SEQ	8	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
11	1	IF	0	F	LP FLAG	36	IS	ON	THEN	Then	PMT CALL PMT SEQ	9	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	PMT CALL PMT SEQ	9	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
12	1	IF	0	F	LP FLAG	38	IS	ON	THEN	Then	PMT CALL PMT SEQ	10	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	PMT CALL PMT SEQ	10	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
13	1	IF	0	F	LP FLAG	31	IS	ON	THEN	Then	TSP SET CHKIN DET	1	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	TSP SET CHKOUT DET	1	ON
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

14	1	IF	0	F	LP FLAG	33	IS	ON	THEN	Then	TSP SET CHKIN DET	2	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	TSP SET CHKOUT DET	2	ON
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
15	1	IF	0	F	LP FLAG	35	IS	ON	THEN	Then	TSP SET CHKIN DET	3	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	TSP SET CHKOUT DET	3	ON
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
16	1	IF	0	F	LP FLAG	37	IS	ON	THEN	Then	TSP SET CHKIN DET	4	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	TSP SET CHKOUT DET	4	ON
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
17	1	IF	0	F		0	IS	0	THEN	Then		0	OFF
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

18	1	IF	0	F		0	IS	0	THEN	Then		0	OFF
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
19	1	IF	0	F		0	IS	0	THEN	Then		0	OFF
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
20	1	IF	0	F	CTR SEQUENCE #	1	IS	2	THEN	Then	LP SET LOGIC FLAG	1	ON
	2	OR	0	F	CTR SEQUENCE #	1	IS	4		Then	LP SET COB ON	0	517
	3	OR	0	F	CTR SEQUENCE #	1	IS	6		Then	OL OMIT OVLP A-P	3	ON
	4	OR	0	F	CTR SEQUENCE #	1	IS	8				0	OFF
	5	OR	0	F	CTR SEQUENCE #	1	IS	10				0	OFF
	6	OR	0	F	CTR SEQUENCE #	1	IS	12	ELSE	Else	LP SET LOGIC FLAG	1	OFF
	7	OR	0	F	CTR SEQUENCE #	1	IS	14				0	OFF
	8	OR	0	F	CTR SEQUENCE #	1	IS	16				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
21	1	IF	0	F	DET	30	IS	ON	THEN	Then	DET SET VEH 49-64	61	ON
	2	AND	0	F	LP COB CODE OFF	0	IS	513				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

22	1	IF	0	F	CTR PHASE TIMING	2	IS	ON	THEN	Then	CTR CALL PHASE	1	ON
	2	AND	0	F	LP FLAG	1	IS	ON				0	OFF
	3	OR	0	F	LP COB CODE ON	0	IS	513				0	OFF
	4	AND	0	F	DET	30	IS	ON				0	OFF
	5	OR	0	F	LP FLAG	21	IS	ON				0	OFF
	6	AND	0	F	DET	30	IS	ON	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
23	1	IF	0	F	DET	29	IS	ON	THEN	Then	LP DELAY FOR	0	3
	2	AND	0	F	CTR PHASE TIMING	2	IS	ON		Then	DET SET VEH 49-64	61	OFF
	3	AND	0	F	LP FLAG	1	IS	ON				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
24	1	IF	0	F	VEH GREEN ON PH	2	IS	ON	THEN	Then	CTR OMIT PHASE	5	ON
	2	AND	0	F	VEH OVERLAP	1	IS	ON		Then	LP SET LOGIC FLAG	6	ON
	3	AND	0	F	VEH GREEN ON PH	5	IS	OFF				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	LP SET LOGIC FLAG	6	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
25	1	IF	0	F	CTR ON PHASE CHECK	5	IS	ON	THEN	Then	CTR CALL PHASE	4	ON
	2	AND	0	F	LP FLAG	6	IS	ON				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

26	1	IF	0	F	CTR SEQUENCE #	1	IS	5	THEN	Then	LP SET LOGIC FLAG	5	ON
	2	OR	0	F	CTR SEQUENCE #	1	IS	6		Then	LP SET COB ON	0	513
	3	OR	0	F	CTR SEQUENCE #	1	IS	7		Then	OL OMIT OVLP A-P	1	ON
	4	OR	0	F	CTR SEQUENCE #	1	IS	8				0	OFF
	5	OR	0	F	CTR SEQUENCE #	1	IS	13				0	OFF
	6	OR	0	F	CTR SEQUENCE #	1	IS	14	ELSE	Else	LP SET LOGIC FLAG	5	OFF
	7	OR	0	F	CTR SEQUENCE #	1	IS	15				0	OFF
	8	OR	0	F	CTR SEQUENCE #	1	IS	16				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
27	1	IF	0	F	DET	18	IS	ON	THEN	Then	DET SET VEH 49-64	63	ON
	2	AND	0	F	LP COB CODE OFF	0	IS	517				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
28	1	IF	0	F	CTR PHASE TIMING	6	IS	ON	THEN	Then	CTR CALL PHASE	5	ON
	2	AND	0	F	LP FLAG	5	IS	ON				0	OFF
	3	OR	0	F	LP COB CODE ON	0	IS	517				0	OFF
	4	AND	0	F	DET	18	IS	ON				0	OFF
	5	OR	0	F	LP FLAG	23	IS	ON				0	OFF
	6	AND	0	F	DET	18	IS	ON	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
29	1	IF	0	F	DET	17	IS	ON	THEN	Then	LP DELAY FOR	0	3
	2	AND	0	F	CTR PHASE TIMING	6	IS	ON		Then	DET SET VEH 49-64	63	OFF
	3	AND	0	F	LP FLAG	5	IS	ON				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

30	1	IF	0	F	VEH GREEN ON PH	6	IS	ON	THEN	Then	CTR OMIT PHASE	1	ON
	2	AND	0	F	VEH OVERLAP	3	IS	ON		Then	LP SET LOGIC FLAG	2	ON
	3	AND	0	F	VEH GREEN ON PH	1	IS	OFF				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	LP SET LOGIC FLAG	2	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
31	1	IF	0	F	CTR ON PHASE CHECK	1	IS	ON	THEN	Then	CTR CALL PHASE	4	ON
	2	AND	0	F	LP FLAG	2	IS	ON				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
32	1	IF	0	F	DET PED	2	IS	ON	THEN	Then	LP SET LOGIC FLAG	21	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
33	1	IF	0	F	LP FLAG	21	IS	ON	THEN	Then	OL OMIT OVLP A-P	1	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

34	1	IF	0	F	PED ON PH WALK	2	IS	ON	THEN	Then	LP DELAY FOR	0	6.9
	2	AND	0	F	DET	28	IS	OFF		Then	LP SET LOGIC FLAG	21	OFF
	3	AND	0	F	DET	27	IS	OFF				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
35	1	IF	0	F	PED ON PH WALK	2	IS	ON	THEN	Then	LP SET LOGIC FLAG	9	ON
	2	AND	0	F	DET	28	IS	ON				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
36	1	IF	0	F	LP FLAG	9	IS	ON	THEN	Then	LP DELAY FOR	0	1
	2	AND	0	F	DET	28	IS	OFF		Then	LP SET LOGIC FLAG	10	ON
	3	AND	0	F	DET	27	IS	ON		Then	LP SET LOGIC FLAG	9	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
37	1	IF	0	F	LP FLAG	10	IS	ON	THEN	Then	LP DELAY FOR	0	1
	2	AND	0	F	DET	27	IS	OFF		Then	LP SET LOGIC FLAG	10	OFF
	3		0	F		0	IS	0		Then	LP SET LOGIC FLAG	21	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

38	1	IF	0	F	PED ON PH WALK	2	IS	ON	THEN	Then	LP DELAY FOR	0	1.5
	2	AND	0	F	DET	28	IS	OFF		Then	LP SET LOGIC FLAG	11	ON
	3	AND	0	F	DET	27	IS	ON				0	OFF
	4	AND	0	F	LP FLAG	10	IS	OFF				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
39	1	IF	0	F	LP FLAG	11	IS	ON	THEN	Then	LP DELAY FOR	0	1
	2	AND	0	F	DET	27	IS	OFF		Then	LP SET LOGIC FLAG	11	OFF
	3		0	F		0	IS	0		Then	LP SET LOGIC FLAG	21	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
40	1	IF	0	F	VEH YELLOW ON PH	2	IS	ON	THEN	Then	LP SET LOGIC FLAG	9	OFF
	2		0	F		0	IS	0		Then	LP SET LOGIC FLAG	10	OFF
	3		0	F		0	IS	0		Then	LP SET LOGIC FLAG	11	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
41	1	IF	0	F	DET	28	IS	OFF	THEN	Then	LP DELAY FOR	0	200
	2	AND	0	F	DET	27	IS	OFF		Then	LP SET LOGIC FLAG	21	OFF
	3	AND	0	F	LP FLAG	21	IS	ON				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

42	1	IF	0	F	DET PED	6	IS	ON		Then	LP SET LOGIC FLAG	23	ON
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
43	1	IF	0	F	LP FLAG	23	IS	ON		Then	OL OMIT OVLP A-P	3	ON
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
44	1	IF	0	F	PED ON PH WALK	6	IS	ON		Then	LP DELAY FOR	0	6.9
	2	AND	0	F	DET	39	IS	OFF	THEN	Then	LP SET LOGIC FLAG	23	OFF
	3	AND	0	F	DET	40	IS	OFF				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
45	1	IF	0	F	PED ON PH WALK	6	IS	ON		Then	LP SET LOGIC FLAG	15	ON
	2	AND	0	F	DET	39	IS	ON	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

46	1	IF	0	F	LP FLAG	15	IS	ON	THEN	Then	LP DELAY FOR	0	1
	2	AND	0	F	DET	39	IS	OFF		Then	LP SET LOGIC FLAG	16	ON
	3	AND	0	F	DET	40	IS	ON		Then	LP SET LOGIC FLAG	15	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
47	1	IF	0	F	LP FLAG	16	IS	ON	THEN	Then	LP DELAY FOR	0	1
	2	AND	0	F	DET	40	IS	OFF		Then	LP SET LOGIC FLAG	16	OFF
	3		0	F		0	IS	0		Then	LP SET LOGIC FLAG	23	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
48	1	IF	0	F	PED ON PH WALK	6	IS	ON	THEN	Then	LP DELAY FOR	0	1.5
	2	AND	0	F	DET	39	IS	OFF		Then	LP SET LOGIC FLAG	17	ON
	3	AND	0	F	DET	40	IS	ON				0	OFF
	4	AND	0	F	LP FLAG	16	IS	OFF				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
49	1	IF	0	F	LP FLAG	17	IS	ON	THEN	Then	LP DELAY FOR	0	1
	2	AND	0	F	DET	40	IS	OFF		Then	LP SET LOGIC FLAG	17	OFF
	3		0	F		0	IS	0		Then	LP SET LOGIC FLAG	23	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

50	1	IF	0	F	VEH YELLOW ON PH	6	IS	ON	THEN	Then	LP SET LOGIC FLAG	15	OFF
	2		0	F		0	IS	0		Then	LP SET LOGIC FLAG	16	OFF
	3		0	F		0	IS	0		Then	LP SET LOGIC FLAG	17	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
51	1	IF	0	F	DET	39	IS	OFF	THEN	Then	LP DELAY FOR	0	200
	2	AND	0	F	DET	40	IS	OFF		Then	LP SET LOGIC FLAG	23	OFF
	3	AND	0	F	LP FLAG	23	IS	ON				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
52	1	IF	0	F	CTR SEQUENCE #	1	IS	3	THEN	Then	LP SET LOGIC FLAG	3	ON
	2	OR	0	F	CTR SEQUENCE #	1	IS	4		Then	LP SET COB ON	0	519
	3	OR	0	F	CTR SEQUENCE #	1	IS	7		Then	OL OMIT OVLP A-P	4	ON
	4	OR	0	F	CTR SEQUENCE #	1	IS	8				0	OFF
	5	OR	0	F	CTR SEQUENCE #	1	IS	11				0	OFF
	6	OR	0	F	CTR SEQUENCE #	1	IS	12	ELSE	Else	LP SET LOGIC FLAG	3	OFF
	7	OR	0	F	CTR SEQUENCE #	1	IS	15				0	OFF
	8	OR	0	F	CTR SEQUENCE #	1	IS	16				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
53	1	IF	0	F	DET	54	IS	ON	THEN	Then	DET SET VEH 49-64	62	ON
	2	AND	0	F	LP COB CODE OFF	0	IS	515				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

54	1	IF	0	F	CTR PHASE TIMING	4	IS	ON	THEN	Then	CTR CALL PHASE	3	ON
	2	AND	0	F	LP FLAG	3	IS	ON				0	OFF
	3	OR	0	F	LP COB CODE ON	0	IS	515				0	OFF
	4	AND	0	F	DET	54	IS	ON				0	OFF
	5	OR	0	F	LP FLAG	22	IS	ON				0	OFF
	6	AND	0	F	DET	54	IS	ON	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
55	1	IF	0	F	DET	53	IS	ON	THEN	Then	LP DELAY FOR	0	3
	2	AND	0	F	CTR PHASE TIMING	4	IS	ON		Then	DET SET VEH 49-64	62	OFF
	3	AND	0	F	LP FLAG	3	IS	ON				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
56	1	IF	0	F	VEH GREEN ON PH	4	IS	ON	THEN	Then	CTR OMIT PHASE	7	ON
	2	AND	0	F	VEH OVERLAP	2	IS	ON		Then	LP SET LOGIC FLAG	8	ON
	3	AND	0	F	VEH GREEN ON PH	7	IS	OFF				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	LP SET LOGIC FLAG	8	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
57	1	IF	0	F	CTR ON PHASE CHECK	7	IS	ON	THEN	Then	CTR CALL PHASE	2	ON
	2	AND	0	F	LP FLAG	8	IS	ON				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

58	1	IF	0	F	CTR SEQUENCE #	1	>	9	THEN	Then	LP SET LOGIC FLAG	7	ON
	2	OR	0	F	CTR SEQUENCE #	1	IS	10		Then	LP SET COB ON	0	515
	3	OR	0	F	CTR SEQUENCE #	1	IS	11		Then	OL OMIT OVLP A-P	2	ON
	4	OR	0	F	CTR SEQUENCE #	1	IS	12				0	OFF
	5	OR	0	F	CTR SEQUENCE #	1	IS	13				0	OFF
	6	OR	0	F	CTR SEQUENCE #	1	IS	14	ELSE	Else	LP SET LOGIC FLAG	7	OFF
	7	OR	0	F	CTR SEQUENCE #	1	IS	15				0	OFF
	8	OR	0	F	CTR SEQUENCE #	1	IS	16				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
59	1	IF	0	F	DET	42	IS	ON	THEN	Then	DET SET VEH 49-64	64	ON
	2	AND	0	F	LP COB CODE OFF	0	IS	519				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
60	1	IF	0	F	CTR PHASE TIMING	8	IS	ON	THEN	Then	CTR CALL PHASE	7	ON
	2	AND	0	F	LP FLAG	7	IS	ON				0	OFF
	3	OR	0	F	LP COB CODE ON	0	IS	519				0	OFF
	4	AND	0	F	DET	42	IS	ON				0	OFF
	5	OR	0	F	LP FLAG	24	IS	ON				0	OFF
	6	AND	0	F	DET	42	IS	ON	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
61	1	IF	0	F	DET	41	IS	ON	THEN	Then	LP DELAY FOR	0	3
	2	AND	0	F	CTR PHASE TIMING	8	IS	ON		Then	DET SET VEH 49-64	64	OFF
	3	AND	0	F	LP FLAG	7	IS	ON				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

62	1	IF	0	F	VEH GREEN ON PH	8	IS	ON	THEN	Then	CTR OMIT PHASE	3	ON
	2	AND	0	F	VEH OVERLAP	4	IS	ON		Then	LP SET LOGIC FLAG	4	ON
	3	AND	0	F	VEH GREEN ON PH	3	IS	OFF				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else	LP SET LOGIC FLAG	4	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
63	1	IF	0	F	CTR ON PHASE CHECK	3	IS	ON	THEN	Then	CTR CALL PHASE	2	ON
	2	AND	0	F	LP FLAG	4	IS	ON				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
64	1	IF	0	F	DET PED	4	IS	ON	THEN	Then	LP SET LOGIC FLAG	22	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
65	1	IF	0	F	LP FLAG	22	IS	ON	THEN	Then	OL OMIT OVLP A-P	2	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

66	1	IF	0	F	PED ON PH WALK	4	IS	ON	THEN	Then	LP DELAY FOR	0	6.9
	2	AND	0	F	DET	49	IS	OFF		Then	LP SET LOGIC FLAG	22	OFF
	3	AND	0	F	DET	50	IS	OFF				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
67	1	IF	0	F	PED ON PH WALK	4	IS	ON	THEN	Then	LP SET LOGIC FLAG	12	ON
	2	AND	0	F	DET	49	IS	ON				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
68	1	IF	0	F	LP FLAG	12	IS	ON	THEN	Then	LP DELAY FOR	0	1
	2	AND	0	F	DET	49	IS	OFF		Then	LP SET LOGIC FLAG	13	ON
	3	AND	0	F	DET	50	IS	ON		Then	LP SET LOGIC FLAG	12	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
69	1	IF	0	F	LP FLAG	13	IS	ON	THEN	Then	LP DELAY FOR	0	1
	2	AND	0	F	DET	50	IS	OFF		Then	LP SET LOGIC FLAG	13	OFF
	3		0	F		0	IS	0		Then	LP SET LOGIC FLAG	22	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

70	1	IF	0	F	PED ON PH WALK	4	IS	ON	THEN	Then	LP DELAY FOR	0	1.5
	2	AND	0	F	DET	49	IS	OFF		Then	LP SET LOGIC FLAG	14	ON
	3	AND	0	F	DET	50	IS	ON				0	OFF
	4	AND	0	F	LP FLAG	13	IS	OFF				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
71	1	IF	0	F	LP FLAG	14	IS	ON	THEN	Then	LP DELAY FOR	0	1
	2	AND	0	F	DET	50	IS	OFF		Then	LP SET LOGIC FLAG	14	OFF
	3		0	F		0	IS	0		Then	LP SET LOGIC FLAG	22	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
72	1	IF	0	F	VEH YELLOW ON PH	4	IS	ON	THEN	Then	LP SET LOGIC FLAG	12	OFF
	2		0	F		0	IS	0		Then	LP SET LOGIC FLAG	13	OFF
	3		0	F		0	IS	0		Then	LP SET LOGIC FLAG	14	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
73	1	IF	0	F	DET	49	IS	OFF	THEN	Then	LP DELAY FOR	0	200
	2	AND	0	F	DET	50	IS	OFF		Then	LP SET LOGIC FLAG	22	OFF
	3	AND	0	F	LP FLAG	22	IS	ON				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

74	1	IF	0	F	DET PED	8	IS	ON	THEN	Then	LP SET LOGIC FLAG	24	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
75	1	IF	0	F	LP FLAG	24	IS	ON	THEN	Then	OL OMIT OVLP A-P	4	ON
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
76	1	IF	0	F	PED ON PH WALK	8	IS	ON	THEN	Then	LP DELAY FOR	0	6.9
	2	AND	0	F	DET	51	IS	OFF		Then	LP SET LOGIC FLAG	24	OFF
	3	AND	0	F	DET	52	IS	OFF				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
77	1	IF	0	F	PED ON PH WALK	8	IS	ON	THEN	Then	LP SET LOGIC FLAG	18	ON
	2	AND	0	F	DET	51	IS	ON				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

78	1	IF	0	F	LP FLAG	18	IS	ON	THEN	Then	LP DELAY FOR	0	1
	2	AND	0	F	DET	51	IS	OFF		Then	LP SET LOGIC FLAG	19	ON
	3	AND	0	F	DET	52	IS	ON		Then	LP SET LOGIC FLAG	18	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
79	1	IF	0	F	LP FLAG	19	IS	ON	THEN	Then	LP DELAY FOR	0	1
	2	AND	0	F	DET	52	IS	OFF		Then	LP SET LOGIC FLAG	19	OFF
	3		0	F		0	IS	0		Then	LP SET LOGIC FLAG	24	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
80	1	IF	0	F	PED ON PH WALK	8	IS	ON	THEN	Then	LP DELAY FOR	0	1.5
	2	AND	0	F	DET	51	IS	OFF		Then	LP SET LOGIC FLAG	20	ON
	3	AND	0	F	DET	52	IS	ON				0	OFF
	4	AND	0	F	LP FLAG	19	IS	OFF				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
81	1	IF	0	F	LP FLAG	20	IS	ON	THEN	Then	LP DELAY FOR	0	1
	2	AND	0	F	DET	52	IS	OFF		Then	LP SET LOGIC FLAG	20	OFF
	3		0	F		0	IS	0		Then	LP SET LOGIC FLAG	24	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

82	1	IF	0	F	VEH YELLOW ON PH	8	IS	ON	THEN	Then	LP SET LOGIC FLAG	18	OFF
	2		0	F		0	IS	0		Then	LP SET LOGIC FLAG	19	OFF
	3		0	F		0	IS	0		Then	LP SET LOGIC FLAG	20	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
83	1	IF	0	F	DET	51	IS	OFF	THEN	Then	LP DELAY FOR	0	200
	2	AND	0	F	DET	52	IS	OFF		Then	LP SET LOGIC FLAG	24	OFF
	3	AND	0	F	LP FLAG	24	IS	ON				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
84	1	IF	0	F		0	IS	0	THEN	Then		0	OFF
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
85	1	IF	0	F		0	IS	0	THEN	Then		0	OFF
	2		0	F		0	IS	0				0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0	ELSE	Else		0	OFF
	7		0	F		0	IS	0				0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

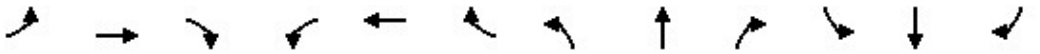
86	1	IF	0	F		0	IS	0		Then		0	OFF
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	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
87	1	IF	0	F		0	IS	0		Then		0	OFF
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
88	1	IF	0	F		0	IS	0		Then		0	OFF
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
89	1	IF	0	F		0	IS	0		Then		0	OFF
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

90	1	IF	0	F		0	IS	0		Then		0	OFF
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
91	1	IF	0	F		0	IS	0		Then		0	OFF
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
92	1	IF	0	F		0	IS	0		Then		0	OFF
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
93	1	IF	0	F		0	IS	0		Then		0	OFF
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

94	1	IF	0	F		0	IS	0		Then		0	OFF
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
95	1	IF	0	F		0	IS	0		Then		0	OFF
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
96	1	IF	0	F		0	IS	0		Then		0	OFF
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
97	1	IF	0	F		0	IS	0		Then		0	OFF
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

98	1	IF	0	F		0	IS	0		Then		0	OFF
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
99	1	IF	0	F		0	IS	0		Then		0	OFF
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF
100	1	IF	0	F		0	IS	0		Then		0	OFF
	2		0	F		0	IS	0	THEN			0	OFF
	3		0	F		0	IS	0				0	OFF
	4		0	F		0	IS	0				0	OFF
	5		0	F		0	IS	0				0	OFF
	6		0	F		0	IS	0		Else		0	OFF
	7		0	F		0	IS	0	ELSE			0	OFF
	8		0	F		0	IS	0				0	OFF
	9		0	F		0	IS	0				0	OFF
	10		0	F		0	IS	0				0	OFF

Appendix E – Existing Capacity Analysis



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	0	26	0	966	5	11	454	0
Future Volume (vph)	0	0	0	5	0	26	0	966	5	11	454	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	110		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt					0.887			0.999				
Flt Protected					0.992					0.950		
Satd. Flow (prot)	0	1863	0	0	1639	0	0	5080	0	1770	5085	0
Flt Permitted					0.992					0.950		
Satd. Flow (perm)	0	1863	0	0	1639	0	0	5080	0	1770	5085	0
Link Speed (mph)		20			20			35			35	
Link Distance (ft)		811			761			815			714	
Travel Time (s)		27.6			25.9			15.9			13.9	
Peak Hour Factor	0.92	0.92	0.92	0.65	0.65	0.65	0.69	0.69	0.69	0.76	0.76	0.76
Adj. Flow (vph)	0	0	0	8	0	40	0	1400	7	14	597	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	48	0	0	1407	0	14	597	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	0	26	0	966	5	11	454	0
Future Vol, veh/h	0	0	0	5	0	26	0	966	5	11	454	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	65	65	65	69	69	69	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	8	0	40	0	1400	7	14	597	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1186	2034	299	1672	2030	704	-	0	0	1407	0	0
Stage 1	626	626	-	1404	1404	-	-	-	-	-	-	-
Stage 2	560	1407	-	268	626	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	-	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	-	-	-	3.12	-	-
Pot Cap-1 Maneuver	198	56	595	101	57	326	0	-	-	248	-	-
Stage 1	360	475	-	104	205	-	0	-	-	-	-	-
Stage 2	438	204	-	656	475	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	164	53	595	95	53	326	-	-	-	248	-	-
Mov Cap-2 Maneuver	164	53	-	95	53	-	-	-	-	-	-	-
Stage 1	339	447	-	104	205	-	-	-	-	-	-	-
Stage 2	384	204	-	617	447	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	24.25	0	0.48
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	234	248	-	-
HCM Lane V/C Ratio	-	-	-	0.204	0.058	-	-
HCM Ctrl Dly (s/v)	-	-	0	24.2	20.4	-	-
HCM Lane LOS	-	-	A	C	C	-	-
HCM 95th %tile Q(veh)	-	-	-	0.7	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	0	0	3	21	960	0	0	457	8
Future Volume (vph)	0	0	3	0	0	3	21	960	0	0	457	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.865			0.865						0.997	
Flt Protected							0.950					
Satd. Flow (prot)	0	1611	0	0	1611	0	1770	5085	0	0	5070	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1611	0	0	1611	0	1770	5085	0	0	5070	0
Link Speed (mph)		20			20			35			35	
Link Distance (ft)		680			255			380			815	
Travel Time (s)		23.2			8.7			7.4			15.9	
Peak Hour Factor	0.25	0.25	0.25	0.38	0.38	0.38	0.70	0.70	0.70	0.79	0.79	0.79
Adj. Flow (vph)	0	0	12	0	0	8	30	1371	0	0	578	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	8	0	30	1371	0	0	588	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	0	0	3	21	960	0	0	457	8
Future Vol, veh/h	0	0	3	0	0	3	21	960	0	0	457	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	38	38	38	70	70	70	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	8	30	1371	0	0	578	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1192	2015	294	1663	2020	686	589	0	0	-	-	0
Stage 1	584	584	-	1431	1431	-	-	-	-	-	-	-
Stage 2	609	1431	-	231	589	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	-	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	197	58	599	102	58	335	615	-	-	0	-	-
Stage 1	385	496	-	99	198	-	-	-	-	0	-	-
Stage 2	409	198	-	689	494	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	55	599	96	55	335	615	-	-	-	-	-
Mov Cap-2 Maneuver	183	55	-	96	55	-	-	-	-	-	-	-
Stage 1	385	496	-	94	189	-	-	-	-	-	-	-
Stage 2	380	189	-	675	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.14	16.02	0.24	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	615	-	-	599	335	-	-
HCM Lane V/C Ratio	0.049	-	-	0.02	0.024	-	-
HCM Ctrl Dly (s/v)	11.2	-	-	11.1	16	-	-
HCM Lane LOS	B	-	-	B	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	32	958	7	0	454
Future Volume (vph)	0	32	958	7	0	454
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	5080	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5080	0	0	5085
Link Speed (mph)	20		35			35
Link Distance (ft)	399		627			380
Travel Time (s)	13.6		12.2			7.4
Peak Hour Factor	0.80	0.80	0.70	0.70	0.79	0.79
Adj. Flow (vph)	0	40	1369	10	0	575
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	40	1379	0	0	575
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	32	958	7	0	454
Future Vol, veh/h	0	32	958	7	0	454
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	70	70	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	1369	10	0	575

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	689	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	333	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	333	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.29	0	0
HCM LOS	C		

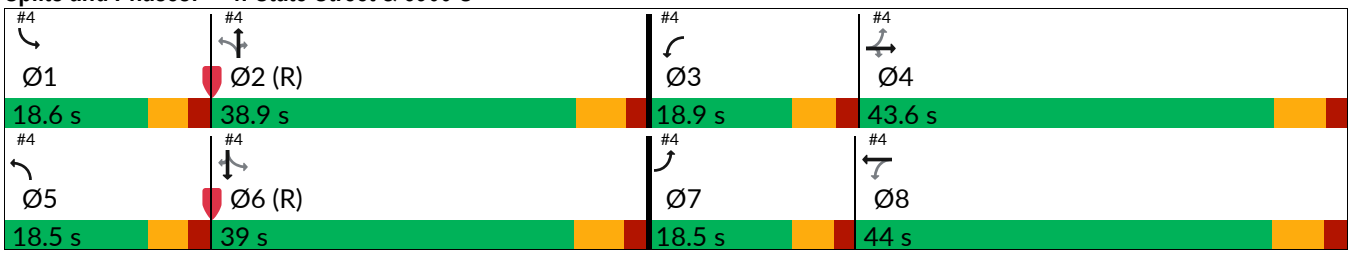
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	333	-
HCM Lane V/C Ratio	-	-	0.12	-
HCM Ctrl Dly (s/v)	-	-	17.3	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.4	-

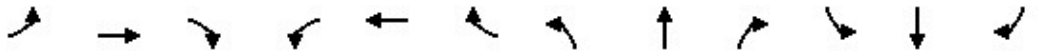
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	392	77	110	380	120	131	758	185	72	303	67
Future Volume (vph)	93	392	77	110	380	120	131	758	185	72	303	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		185	135		0	375		195	375		230
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3412	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.179			0.307			0.480			0.206		
Satd. Flow (perm)	333	3539	1583	572	3412	0	894	5085	1583	384	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132		36				242			135
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		598			590			713			627	
Travel Time (s)		10.2			10.1			13.9			12.2	
Peak Hour Factor	0.85	0.85	0.85	0.74	0.74	0.74	0.71	0.71	0.71	0.78	0.78	0.78
Adj. Flow (vph)	109	461	91	149	514	162	185	1068	261	92	388	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	461	91	149	676	0	185	1068	261	92	388	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	10.5	35.6	35.6	10.9	35.8		10.5	29.4	29.4	10.6	29.5	29.5
Total Split (s)	18.5	43.6	43.6	18.9	44.0		18.5	38.9	38.9	18.6	39.0	39.0
Total Split (%)	15.4%	36.3%	36.3%	15.8%	36.7%		15.4%	32.4%	32.4%	15.5%	32.5%	32.5%
Maximum Green (s)	13.0	37.0	37.0	13.0	37.2		13.0	32.5	32.5	13.0	32.5	32.5
Yellow Time (s)	3.6	4.7	4.7	3.8	4.7		3.6	4.5	4.5	3.6	4.5	4.5
All-Red Time (s)	1.9	1.9	1.9	2.1	2.1		1.9	1.9	1.9	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.6	6.6	5.9	6.8		5.5	6.4	6.4	5.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.8	1.6	1.6	1.8	1.6		1.8	1.6	1.6	1.8	1.6	1.6
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)		22.0	22.0		22.0			16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	36.3	25.6	25.6	39.3	27.4		63.2	51.3	51.3	56.2	47.8	47.8
Actuated g/C Ratio	0.30	0.21	0.21	0.33	0.23		0.53	0.43	0.43	0.47	0.40	0.40
v/c Ratio	0.51	0.61	0.21	0.50	0.84		0.34	0.49	0.32	0.35	0.19	0.12
Control Delay (s/veh)	33.0	45.7	2.9	31.4	51.6		17.4	27.4	5.6	19.4	26.0	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.0	45.7	2.9	31.4	51.6		17.4	27.4	5.6	19.4	26.0	1.6
LOS	C	D	A	C	D		B	C	A	B	C	A
Approach Delay (s/veh)		37.7			47.9			22.4			21.2	
Approach LOS		D			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 54 (45%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 31.0		Intersection LOS: C	
Intersection Capacity Utilization 62.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: State Street & 3900 S





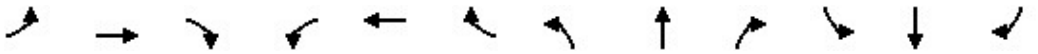
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	392	77	110	380	120	131	758	185	72	303	67
Future Volume (veh/h)	93	392	77	110	380	120	131	758	185	72	303	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	461	91	149	514	162	185	1068	261	92	388	86
Peak Hour Factor	0.85	0.85	0.85	0.74	0.74	0.74	0.71	0.71	0.71	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	700	312	273	583	183	555	2406	747	273	2255	700
Arrive On Green	0.06	0.20	0.20	0.08	0.22	0.22	0.07	0.47	0.47	0.04	0.44	0.44
Sat Flow, veh/h	1781	3554	1585	1781	2662	835	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	109	461	91	149	342	334	185	1068	261	92	388	86
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1720	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	5.8	14.4	5.9	7.9	22.4	22.6	6.7	16.8	12.5	3.4	5.5	3.8
Cycle Q Clear(g_c), s	5.8	14.4	5.9	7.9	22.4	22.6	6.7	16.8	12.5	3.4	5.5	3.8
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	700	312	273	389	377	555	2406	747	273	2255	700
V/C Ratio(X)	0.55	0.66	0.29	0.55	0.88	0.89	0.33	0.44	0.35	0.34	0.17	0.12
Avail Cap(c_a), veh/h	277	1096	489	319	551	533	617	2406	747	390	2255	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	44.5	41.1	35.1	45.3	45.4	15.9	21.2	20.1	17.7	20.2	19.8
Incr Delay (d2), s/veh	0.9	0.4	0.2	0.6	8.8	9.7	0.1	0.6	1.3	0.3	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	10.3	4.1	6.1	15.9	15.7	4.9	10.9	8.3	2.5	4.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.8	44.9	41.2	35.7	54.1	55.1	16.0	21.8	21.4	18.0	20.4	20.1
LnGrp LOS	D	D	D	D	D	E	B	C	C	B	C	C
Approach Vol, veh/h		661			825			1514			566	
Approach Delay, s/veh		43.2			51.2			21.0			20.0	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	63.0	15.8	30.4	14.3	59.5	13.1	33.1
Change Period (Y+Rc), s	5.6	* 6.5	5.9	* 6.8	5.5	6.5	5.5	6.8
Max Green Setting (Gmax), s	13.0	* 33	13.0	* 37	13.0	32.5	13.0	37.2
Max Q Clear Time (g_c+I1), s	5.4	18.8	9.9	16.4	8.7	7.5	7.8	24.6
Green Ext Time (p_c), s	0.0	4.0	0.0	1.5	0.1	1.5	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	32.0
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2	0	0	32	4	0	0	0	0	0	2
Future Volume (vph)	7	2	0	0	32	4	0	0	0	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.984						0.865	
Flt Protected		0.962										
Satd. Flow (prot)	0	1792	0	0	1833	0	0	1863	0	0	1611	0
Flt Permitted		0.962										
Satd. Flow (perm)	0	1792	0	0	1833	0	0	1863	0	0	1611	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		399			367			514			526	
Travel Time (s)		13.6			12.5			17.5			17.9	
Peak Hour Factor	0.45	0.45	0.45	0.69	0.69	0.69	0.92	0.92	0.92	0.50	0.50	0.50
Adj. Flow (vph)	16	4	0	0	46	6	0	0	0	0	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	52	0	0	0	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	2	0	0	32	4	0	0	0	0	0	2
Future Vol, veh/h	7	2	0	0	32	4	0	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	45	45	45	69	69	69	92	92	92	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	4	0	0	46	6	0	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	4	0	0	82	88	4	85	85	49
Stage 1	-	-	-	-	-	-	36	36	-	49	49	-
Stage 2	-	-	-	-	-	-	46	52	-	36	36	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1554	-	-	1617	-	-	906	802	1079	902	805	1019
Stage 1	-	-	-	-	-	-	980	865	-	964	854	-
Stage 2	-	-	-	-	-	-	967	851	-	980	865	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1554	-	-	1617	-	-	893	794	1079	893	797	1019
Mov Cap-2 Maneuver	-	-	-	-	-	-	893	794	-	893	797	-
Stage 1	-	-	-	-	-	-	970	857	-	964	854	-
Stage 2	-	-	-	-	-	-	964	851	-	970	857	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	5.71	0	0	8.55
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1400	-	-	1617	-	-	1019
HCM Lane V/C Ratio	-	0.01	-	-	-	-	-	0.004
HCM Ctrl Dly (s/v)	0	7.3	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	9	6	1	27	6	1
Future Volume (vph)	9	6	1	27	6	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946				0.983	
Flt Protected				0.998	0.958	
Satd. Flow (prot)	1762	0	0	1859	1754	0
Flt Permitted				0.998	0.958	
Satd. Flow (perm)	1762	0	0	1859	1754	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	761			774	1213	
Travel Time (s)	25.9			26.4	41.4	
Peak Hour Factor	0.75	0.75	0.58	0.58	0.88	0.88
Adj. Flow (vph)	12	8	2	47	7	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	0	49	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

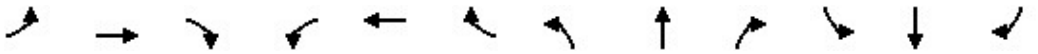
Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	6	1	27	6	1
Future Vol, veh/h	9	6	1	27	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	58	58	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	8	2	47	7	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	20	0	66	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1596	-	939	1063
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1596	-	938	1063
Mov Cap-2 Maneuver	-	-	-	-	938	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	972	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.26	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	954	-	-	64	-
HCM Lane V/C Ratio	0.008	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	0	1	29	2	6	5	2	2	4	1
Future Volume (vph)	2	2	0	1	29	2	6	5	2	2	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.990			0.980			0.977	
Flt Protected		0.976			0.999			0.978			0.988	
Satd. Flow (prot)	0	1818	0	0	1842	0	0	1785	0	0	1798	0
Flt Permitted		0.976			0.999			0.978			0.988	
Satd. Flow (perm)	0	1818	0	0	1842	0	0	1785	0	0	1798	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		367			761			546			1213	
Travel Time (s)		12.5			25.9			18.6			41.4	
Peak Hour Factor	1.00	1.00	1.00	0.80	0.80	0.80	0.65	0.65	0.65	0.58	0.58	0.58
Adj. Flow (vph)	2	2	0	1	36	3	9	8	3	3	7	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	40	0	0	20	0	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	0	1	29	2	6	5	2	2	4	1
Future Vol, veh/h	2	2	0	1	29	2	6	5	2	2	4	1
Peak Hour Factor	1.00	1.00	1.00	0.80	0.80	0.80	0.65	0.65	0.65	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	0	1	36	3	9	8	3	3	7	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7.2	7.1	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	50%	3%	29%
Vol Thru, %	38%	50%	91%	57%
Vol Right, %	15%	0%	6%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	4	32	7
LT Vol	6	2	1	2
Through Vol	5	2	29	4
RT Vol	2	0	2	1
Lane Flow Rate	20	4	40	12
Geometry Grp	1	1	1	1
Degree of Util (X)	0.022	0.005	0.044	0.013
Departure Headway (Hd)	4.022	4.121	3.963	3.999
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	891	870	906	896
Service Time	2.041	2.14	1.975	2.02
HCM Lane V/C Ratio	0.022	0.005	0.044	0.013
HCM Control Delay, s/veh	7.1	7.2	7.2	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	6	8	88	104	4
Future Volume (vph)	15	6	8	88	104	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962				0.995	
Flt Protected	0.965			0.996		
Satd. Flow (prot)	1729	0	0	1855	1853	0
Flt Permitted	0.965			0.996		
Satd. Flow (perm)	1729	0	0	1855	1853	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	774			1187	306	
Travel Time (s)	26.4			40.5	10.4	
Peak Hour Factor	0.66	0.66	0.73	0.73	0.82	0.82
Adj. Flow (vph)	23	9	11	121	127	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	0	132	132	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	6	8	88	104	4
Future Vol, veh/h	15	6	8	88	104	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	73	73	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	9	11	121	127	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	272	129	132	0	-	0
Stage 1	129	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	718	921	1453	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	712	921	1453	-	-	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.94	0.62	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	761	-	-
HCM Lane V/C Ratio	0.008	-	0.042	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	4	6	81	97	16
Future Volume (vph)	5	4	6	81	97	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939				0.981	
Flt Protected	0.973			0.996		
Satd. Flow (prot)	1702	0	0	1855	1827	0
Flt Permitted	0.973			0.996		
Satd. Flow (perm)	1702	0	0	1855	1827	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	761			266	1187	
Travel Time (s)	17.3			6.0	27.0	
Peak Hour Factor	0.45	0.45	0.91	0.91	0.83	0.83
Adj. Flow (vph)	11	9	7	89	117	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	0	96	136	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.2%		ICU Level of Service A	
Analysis Period (min) 15			

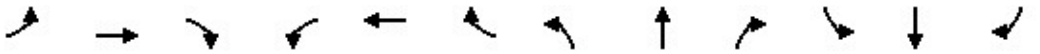
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	6	81	97	16
Future Vol, veh/h	5	4	6	81	97	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	45	45	91	91	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	9	7	89	117	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	229	127	136	0	-	0
Stage 1	127	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	759	924	1448	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	756	924	1448	-	-	-
Mov Cap-2 Maneuver	756	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.49	0.52	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	124	-	822	-	-
HCM Lane V/C Ratio	0.005	-	0.024	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	2	0	21	0	1266	11	36	1551	0
Future Volume (vph)	0	0	0	2	0	21	0	1266	11	36	1551	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	110		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt					0.878			0.999				
Flt Protected					0.995					0.950		
Satd. Flow (prot)	0	1863	0	0	1627	0	0	5080	0	1770	5085	0
Flt Permitted					0.995					0.950		
Satd. Flow (perm)	0	1863	0	0	1627	0	0	5080	0	1770	5085	0
Link Speed (mph)		20			20			35			35	
Link Distance (ft)		811			761			815			714	
Travel Time (s)		27.6			25.9			15.9			13.9	
Peak Hour Factor	0.92	0.92	0.92	0.72	0.72	0.72	0.89	0.89	0.89	0.98	0.98	0.98
Adj. Flow (vph)	0	0	0	3	0	29	0	1422	12	37	1583	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	32	0	0	1434	0	37	1583	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

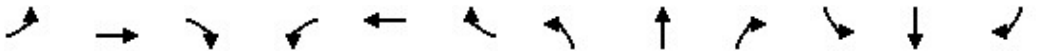
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	2	0	21	0	1266	11	36	1551	0
Future Vol, veh/h	0	0	0	2	0	21	0	1266	11	36	1551	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	72	72	72	89	89	89	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	3	0	29	0	1422	12	37	1583	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2225	3091	791	2135	3085	717	-	0	0	1435	0	0
Stage 1	1656	1656	-	1429	1429	-	-	-	-	-	-	-
Stage 2	569	1435	-	707	1656	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	-	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	-	-	-	3.12	-	-
Pot Cap-1 Maneuver	46	12	285	52	12	319	0	-	-	240	-	-
Stage 1	68	154	-	99	199	-	0	-	-	-	-	-
Stage 2	433	197	-	357	154	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	10	285	44	10	319	-	-	-	240	-	-
Mov Cap-2 Maneuver	35	10	-	44	10	-	-	-	-	-	-	-
Stage 1	58	130	-	99	199	-	-	-	-	-	-	-
Stage 2	393	197	-	302	130	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	25.52	0	0.51
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	207	240	-	-
HCM Lane V/C Ratio	-	-	-	0.154	0.153	-	-
HCM Ctrl Dly (s/v)	-	-	0	25.5	22.7	-	-
HCM Lane LOS	-	-	A	D	C	-	-
HCM 95th %tile Q(veh)	-	-	-	0.5	0.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	25	0	0	2	50	1256	2	0	1556	21
Future Volume (vph)	4	0	25	0	0	2	50	1256	2	0	1556	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.884			0.865						0.998	
Flt Protected		0.993					0.950					
Satd. Flow (prot)	0	1635	0	0	1611	0	1770	5085	0	0	5075	0
Flt Permitted		0.993					0.950					
Satd. Flow (perm)	0	1635	0	0	1611	0	1770	5085	0	0	5075	0
Link Speed (mph)		20			20			35			35	
Link Distance (ft)		680			255			380			815	
Travel Time (s)		23.2			8.7			7.4			15.9	
Peak Hour Factor	0.81	0.81	0.81	0.50	0.50	0.50	0.90	0.90	0.90	0.97	0.97	0.97
Adj. Flow (vph)	5	0	31	0	0	4	56	1396	2	0	1604	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	4	0	56	1398	0	0	1626	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	25	0	0	2	50	1256	2	0	1556	21
Future Vol, veh/h	4	0	25	0	0	2	50	1256	2	0	1556	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	50	50	50	90	90	90	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	31	0	0	4	56	1396	2	0	1604	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2284	3124	813	2149	3134	699	1626	0	0	-	-	0
Stage 1	1615	1615	-	1508	1508	-	-	-	-	-	-	-
Stage 2	669	1509	-	642	1626	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	-	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	42	11	276	51	11	328	193	-	-	0	-	-
Stage 1	73	161	-	87	182	-	-	-	-	0	-	-
Stage 2	376	182	-	391	159	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	30	8	276	32	8	328	193	-	-	-	-	-
Mov Cap-2 Maneuver	30	8	-	32	8	-	-	-	-	-	-	-
Stage 1	73	161	-	62	130	-	-	-	-	-	-	-
Stage 2	264	129	-	347	159	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	43.48	16.11	1.19	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	193	-	-	129	328	-	-
HCM Lane V/C Ratio	0.288	-	-	0.279	0.012	-	-
HCM Ctrl Dly (s/v)	31	-	-	43.5	16.1	-	-
HCM Lane LOS	D	-	-	E	C	-	-
HCM 95th %tile Q(veh)	1.1	-	-	1.1	0	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	43	1267	20	0	1582
Future Volume (vph)	0	43	1267	20	0	1582
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.998			
Flt Protected						
Satd. Flow (prot)	0	1611	5075	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5075	0	0	5085
Link Speed (mph)	20		35			35
Link Distance (ft)	399		627			380
Travel Time (s)	13.6		12.2			7.4
Peak Hour Factor	0.63	0.63	0.91	0.91	0.99	0.99
Adj. Flow (vph)	0	68	1392	22	0	1598
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	68	1414	0	0	1598
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	43	1267	20	0	1582
Future Vol, veh/h	0	43	1267	20	0	1582
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	91	91	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	68	1392	22	0	1598

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	707	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	324	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	324	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.06	0	0
HCM LOS	C		

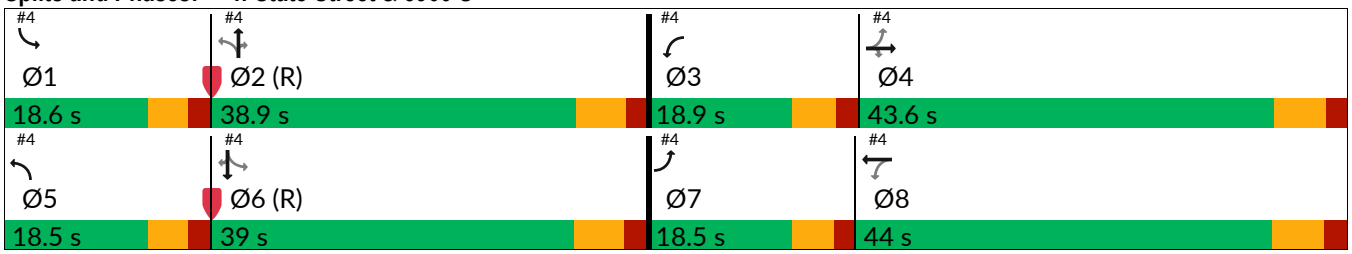
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	324	-
HCM Lane V/C Ratio	-	-	0.211	-
HCM Ctrl Dly (s/v)	-	-	19.1	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.8	-

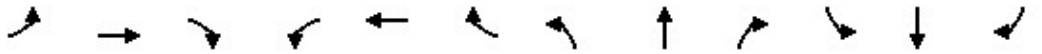
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	663	209	192	664	155	192	965	226	175	1254	159
Future Volume (vph)	138	663	209	192	664	155	192	965	226	175	1254	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		185	135		0	375		195	375		230
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.972				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3440	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.121			0.137			0.103			0.177		
Satd. Flow (perm)	225	3539	1583	255	3440	0	192	5085	1583	330	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			219		24				232			145
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		598			590			713			627	
Travel Time (s)		10.2			10.1			13.9			12.2	
Peak Hour Factor	0.84	0.84	0.84	0.89	0.89	0.89	0.97	0.97	0.97	0.95	0.95	0.95
Adj. Flow (vph)	164	789	249	216	746	174	198	995	233	184	1320	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	789	249	216	920	0	198	995	233	184	1320	167
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	10.5	35.6	35.6	10.9	35.8		10.5	29.4	29.4	10.6	29.5	29.5
Total Split (s)	18.5	43.6	43.6	18.9	44.0		18.5	38.9	38.9	18.6	39.0	39.0
Total Split (%)	15.4%	36.3%	36.3%	15.8%	36.7%		15.4%	32.4%	32.4%	15.5%	32.5%	32.5%
Maximum Green (s)	13.0	37.0	37.0	13.0	37.2		13.0	32.5	32.5	13.0	32.5	32.5
Yellow Time (s)	3.6	4.7	4.7	3.8	4.7		3.6	4.5	4.5	3.6	4.5	4.5
All-Red Time (s)	1.9	1.9	1.9	2.1	2.1		1.9	1.9	1.9	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.6	6.6	5.9	6.8		5.5	6.4	6.4	5.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.8	1.6	1.6	1.8	1.6		1.8	1.6	1.6	1.8	1.6	1.6
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)		22.0	22.0		22.0			16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	45.2	33.1	33.1	47.9	34.7		51.6	38.9	38.9	50.4	38.3	38.3
Actuated g/C Ratio	0.38	0.28	0.28	0.40	0.29		0.43	0.32	0.32	0.42	0.32	0.32
v/c Ratio	0.73	0.81	0.42	0.84	0.91		0.84	0.60	0.35	0.68	0.81	0.28
Control Delay (s/veh)	42.2	47.4	8.4	52.7	53.6		56.8	37.2	5.9	33.6	43.6	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.2	47.4	8.4	52.7	53.6		56.8	37.2	5.9	33.6	43.6	9.0
LOS	D	D	A	D	D		E	D	A	C	D	A
Approach Delay (s/veh)		38.6			53.4			34.8			39.0	
Approach LOS		D			D			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 54 (45%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 40.8		Intersection LOS: D	
Intersection Capacity Utilization 86.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: State Street & 3900 S





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	663	209	192	664	155	192	965	226	175	1254	159
Future Volume (veh/h)	138	663	209	192	664	155	192	965	226	175	1254	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	164	789	249	216	746	174	198	995	233	184	1320	167
Peak Hour Factor	0.84	0.84	0.84	0.89	0.89	0.89	0.97	0.97	0.97	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	916	408	271	807	188	258	1776	551	294	1755	545
Arrive On Green	0.08	0.26	0.26	0.10	0.28	0.28	0.09	0.35	0.35	0.08	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	1781	2860	667	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	164	789	249	216	463	457	198	995	233	184	1320	167
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1750	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	8.0	25.4	16.6	10.6	30.4	30.4	8.5	18.9	13.5	7.9	27.5	9.3
Cycle Q Clear(g_c), s	8.0	25.4	16.6	10.6	30.4	30.4	8.5	18.9	13.5	7.9	27.5	9.3
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	916	408	271	501	494	258	1776	551	294	1755	545
V/C Ratio(X)	0.72	0.86	0.61	0.80	0.92	0.92	0.77	0.56	0.42	0.63	0.75	0.31
Avail Cap(c_a), veh/h	271	1096	489	278	551	543	294	1776	551	339	1755	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	42.5	39.2	31.4	41.8	41.8	27.5	31.7	29.9	24.4	34.9	28.9
Incr Delay (d2), s/veh	5.5	5.5	0.7	13.3	19.7	19.9	8.6	1.3	2.4	1.6	3.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	17.1	10.5	9.2	22.1	21.9	7.4	12.5	9.2	6.1	17.2	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.0	47.9	39.9	44.7	61.5	61.7	36.1	33.0	32.3	26.0	37.9	30.3
LnGrp LOS	D	D	D	D	E	E	D	C	C	C	D	C
Approach Vol, veh/h		1202			1136			1426			1671	
Approach Delay, s/veh		44.9			58.4			33.3			35.8	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	48.2	18.5	37.7	16.1	47.7	15.5	40.7
Change Period (Y+Rc), s	5.6	* 6.5	5.9	* 6.8	5.5	6.5	5.5	6.8
Max Green Setting (Gmax), s	13.0	* 33	13.0	* 37	13.0	32.5	13.0	37.2
Max Q Clear Time (g_c+I1), s	9.9	20.9	12.6	27.4	10.5	29.5	10.0	32.4
Green Ext Time (p_c), s	0.1	3.4	0.0	2.4	0.1	1.8	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	41.9
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	20	2	1	34	6	3	0	3	15	0	4
Future Volume (vph)	2	20	2	1	34	6	3	0	3	15	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.979			0.932			0.973	
Flt Protected		0.995			0.999			0.976			0.962	
Satd. Flow (prot)	0	1831	0	0	1822	0	0	1694	0	0	1744	0
Flt Permitted		0.995			0.999			0.976			0.962	
Satd. Flow (perm)	0	1831	0	0	1822	0	0	1694	0	0	1744	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		399			367			514			526	
Travel Time (s)		13.6			12.5			17.5			17.9	
Peak Hour Factor	0.55	0.55	0.55	0.79	0.79	0.79	0.50	0.50	0.50	0.95	0.95	0.95
Adj. Flow (vph)	4	36	4	1	43	8	6	0	6	16	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	52	0	0	12	0	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	20	2	1	34	6	3	0	3	15	0	4
Future Vol, veh/h	2	20	2	1	34	6	3	0	3	15	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	79	79	79	50	50	50	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	36	4	1	43	8	6	0	6	16	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	51	0	0	40	0	0	91	99	38	93	97	47
Stage 1	-	-	-	-	-	-	45	45	-	49	49	-
Stage 2	-	-	-	-	-	-	46	53	-	44	47	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1556	-	-	1570	-	-	893	791	1034	891	793	1022
Stage 1	-	-	-	-	-	-	968	857	-	964	854	-
Stage 2	-	-	-	-	-	-	968	851	-	971	855	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1556	-	-	1570	-	-	887	789	1034	883	791	1022
Mov Cap-2 Maneuver	-	-	-	-	-	-	887	789	-	883	791	-
Stage 1	-	-	-	-	-	-	966	855	-	963	853	-
Stage 2	-	-	-	-	-	-	963	850	-	963	853	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.61	0.18	8.82	9.05
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	955	147	-	-	43	-	-	909
HCM Lane V/C Ratio	0.013	0.002	-	-	0.001	-	-	0.022
HCM Ctrl Dly (s/v)	8.8	7.3	0	-	7.3	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	30	18	3	14	8	6
Future Volume (vph)	30	18	3	14	8	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.949				0.944	
Flt Protected				0.991	0.972	
Satd. Flow (prot)	1768	0	0	1846	1709	0
Flt Permitted				0.991	0.972	
Satd. Flow (perm)	1768	0	0	1846	1709	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	761			774	1213	
Travel Time (s)	25.9			26.4	41.4	
Peak Hour Factor	0.80	0.80	0.61	0.61	0.58	0.58
Adj. Flow (vph)	38	23	5	23	14	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	28	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

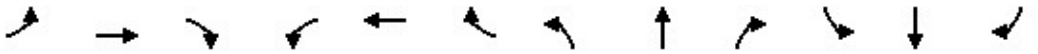
Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	18	3	14	8	6
Future Vol, veh/h	30	18	3	14	8	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	61	61	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	23	5	23	14	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	82	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1544	-	921	1020
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	990	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1544	-	918	1020
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	990	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.3	8.85
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	959	-	-	318	-
HCM Lane V/C Ratio	0.025	-	-	0.003	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	31	7	4	31	4	10	14	3	2	18	1
Future Volume (vph)	6	31	7	4	31	4	10	14	3	2	18	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.986			0.984			0.994	
Flt Protected		0.993			0.995			0.982			0.996	
Satd. Flow (prot)	0	1809	0	0	1827	0	0	1800	0	0	1844	0
Flt Permitted		0.993			0.995			0.982			0.996	
Satd. Flow (perm)	0	1809	0	0	1827	0	0	1800	0	0	1844	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		367			761			546			1213	
Travel Time (s)		12.5			25.9			18.6			41.4	
Peak Hour Factor	0.79	0.79	0.79	0.81	0.81	0.81	0.84	0.84	0.84	0.88	0.88	0.88
Adj. Flow (vph)	8	39	9	5	38	5	12	17	4	2	20	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	0	48	0	0	33	0	0	23	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	31	7	4	31	4	10	14	3	2	18	1
Future Vol, veh/h	6	31	7	4	31	4	10	14	3	2	18	1
Peak Hour Factor	0.79	0.79	0.79	0.81	0.81	0.81	0.84	0.84	0.84	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	39	9	5	38	5	12	17	4	2	20	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.3	7.4	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	14%	10%	10%
Vol Thru, %	52%	70%	79%	86%
Vol Right, %	11%	16%	10%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	44	39	21
LT Vol	10	6	4	2
Through Vol	14	31	31	18
RT Vol	3	7	4	1
Lane Flow Rate	32	56	48	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.037	0.062	0.054	0.027
Departure Headway (Hd)	4.141	4	4.033	4.131
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	860	893	885	861
Service Time	2.19	2.037	2.071	2.182
HCM Lane V/C Ratio	0.037	0.063	0.054	0.028
HCM Control Delay, s/veh	7.4	7.3	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	23	10	142	186	11
Future Volume (vph)	10	23	10	142	186	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905				0.993	
Flt Protected	0.985			0.997		
Satd. Flow (prot)	1660	0	0	1857	1850	0
Flt Permitted	0.985			0.997		
Satd. Flow (perm)	1660	0	0	1857	1850	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	774			1187	306	
Travel Time (s)	26.4			40.5	10.4	
Peak Hour Factor	0.75	0.75	0.76	0.76	0.83	0.83
Adj. Flow (vph)	13	31	13	187	224	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	200	237	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	23	10	142	186	11
Future Vol, veh/h	10	23	10	142	186	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	76	76	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	31	13	187	224	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	444	231	237	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	572	808	1330	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	565	808	1330	-	-	-
Mov Cap-2 Maneuver	565	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	822	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.36	0.51	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	118	-	715	-	-
HCM Lane V/C Ratio	0.01	-	0.062	-	-
HCM Ctrl Dly (s/v)	7.7	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	23	9	143	171	10
Future Volume (vph)	11	23	9	143	171	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908				0.992	
Flt Protected	0.984			0.997		
Satd. Flow (prot)	1664	0	0	1857	1848	0
Flt Permitted	0.984			0.997		
Satd. Flow (perm)	1664	0	0	1857	1848	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	761			266	1187	
Travel Time (s)	17.3			6.0	27.0	
Peak Hour Factor	0.77	0.77	0.76	0.76	0.84	0.84
Adj. Flow (vph)	14	30	12	188	204	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	200	216	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	23	9	143	171	10
Future Vol, veh/h	11	23	9	143	171	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	76	76	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	30	12	188	204	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	421	210	215	0	-	0
Stage 1	210	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	589	831	1354	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	583	831	1354	-	-	-
Mov Cap-2 Maneuver	583	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.25	0.45	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	107	-	730	-	-
HCM Lane V/C Ratio	0.009	-	0.06	-	-
HCM Ctrl Dly (s/v)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Appendix F – Trip Generation

VA Salt Lake City Outpatient Clinic
Molasky Development

Proposed Development

12th Edition Trip Generation Calculations

Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Medical-Dental Office Building (Stand-Alone)	**720**	**205**	**Employees**	**11.78**	**50%**	**50%**	**1.24**	**70%**	**30%**	**0.94**	**45%**	**55%**	**2,415**	**1,208**	**1,207**	**254**	**178**	**76**	**193**	**87**	**106**	**Average**
Medical-Dental Office Building (Stand-Alone)	720	205	Employees	5.84	50%	50%	0.40	70%	30%	0.29	45%	55%	1,197	599	598	82	57	25	59	27	32	Minimum
Medical-Dental Office Building (Stand-Alone)	720	205	Employees	32.00	50%	50%	5.67	70%	30%	2.17	45%	55%	6,560	3,280	3,280	1,162	813	349	445	200	245	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Medical-Dental Office Building	720	205	Employees	T = 8.53(X) + 43.02	50%	50%	N/A			N/A			1,792	896	896	N/A			N/A			Equation

Data Statistics				
Standard Deviation	5.74	1.07	0.62	
Number of Studies	13	13	12	
Average Size	13	13	14	
R^2	0.73	N/A	N/A	

VA Salt Lake City Outpatient Clinic
Molasky Development

Existing Development

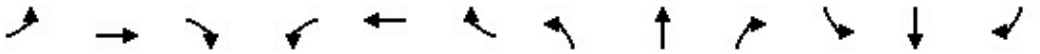
12th Edition Trip Generation Calculations

841 Automobile Sales (Used)																					
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Automobile Sales (Used)	**841**	**28.143**	**1000 SF GFA**	**27.06**	**50%**	**50%**	**2.13**	**76%**	**24%**	**3.75**	**47%**	**53%**	**762**	**381**	**381**	**60**	**45**	**15**	**106**	**50**	**56**	**Average**
Automobile Sales (Used)	841	28.143	1000 SF GFA	4.44	50%	50%	0.38	76%	24%	0.56	47%	53%	125	63	62	11	8	3	16	8	8	Minimum
Automobile Sales (Used)	841	28.143	1000 SF GFA	71.21	50%	50%	7.41	76%	24%	8.15	47%	53%	2,004	1,002	1,002	209	159	50	229	108	121	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Automobile Sales (Used)	841	28.143	1000 SF GFA	N/A	N/A	N/A	N/A			N/A			N/A	N/A	N/A	N/A			N/A			Equation

Automobile Sales (Used)	Standard Deviation	17.91	1.98	2.28
	Number of Studies	14	8	14
	Average Size	2	3	2
	R^2	N/A	N/A	N/A

Appendix G – Year 2028 No Build Capacity Analysis

G



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	0	26	0	995	5	11	468	0
Future Volume (vph)	0	0	0	5	0	26	0	995	5	11	468	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	110		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt					0.885			0.999				
Flt Protected					0.992					0.950		
Satd. Flow (prot)	0	1863	0	0	1635	0	0	5080	0	1770	5085	0
Flt Permitted					0.992					0.950		
Satd. Flow (perm)	0	1863	0	0	1635	0	0	5080	0	1770	5085	0
Link Speed (mph)		20			20			35			35	
Link Distance (ft)		811			761			815			714	
Travel Time (s)		27.6			25.9			15.9			13.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	5	0	28	0	1082	5	12	509	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	33	0	0	1087	0	12	509	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.3%		ICU Level of Service A	
Analysis Period (min) 15			

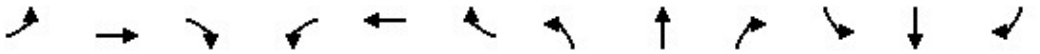
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	0	26	0	995	5	11	468	0
Future Vol, veh/h	0	0	0	5	0	26	0	995	5	11	468	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	5	0	28	0	1082	5	12	509	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	965	1620	254	1312	1617	543	-	0	0	1087	0	0
Stage 1	533	533	-	1084	1084	-	-	-	-	-	-	-
Stage 2	433	1087	-	227	533	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	-	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	-	-	-	3.12	-	-
Pot Cap-1 Maneuver	268	102	635	167	103	414	0	-	-	355	-	-
Stage 1	416	523	-	174	291	-	0	-	-	-	-	-
Stage 2	523	290	-	693	523	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	241	99	635	161	99	414	-	-	-	355	-	-
Mov Cap-2 Maneuver	241	99	-	161	99	-	-	-	-	-	-	-
Stage 1	402	506	-	174	291	-	-	-	-	-	-	-
Stage 2	487	290	-	670	506	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	17.12	0	0.36
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	331	355	-	-
HCM Lane V/C Ratio	-	-	-	0.102	0.034	-	-
HCM Ctrl Dly (s/v)	-	-	0	17.1	15.5	-	-
HCM Lane LOS	-	-	A	C	C	-	-
HCM 95th %tile Q(veh)	-	-	-	0.3	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	0	0	3	21	989	0	0	471	8
Future Volume (vph)	0	0	3	0	0	3	21	989	0	0	471	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.865			0.865						0.997	
Flt Protected							0.950					
Satd. Flow (prot)	0	1611	0	0	1611	0	1770	5085	0	0	5070	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1611	0	0	1611	0	1770	5085	0	0	5070	0
Link Speed (mph)		20			20			35			35	
Link Distance (ft)		680			255			380			815	
Travel Time (s)		23.2			8.7			7.4			15.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	3	0	0	3	23	1075	0	0	512	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	3	0	23	1075	0	0	521	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	0	0	3	21	989	0	0	471	8
Future Vol, veh/h	0	0	3	0	0	3	21	989	0	0	471	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	0	0	3	23	1075	0	0	512	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	992	1637	260	1325	1641	538	521	0	0	-	-	0
Stage 1	516	516	-	1121	1121	-	-	-	-	-	-	-
Stage 2	476	1121	-	205	521	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	-	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	258	100	629	164	99	418	662	-	-	0	-	-
Stage 1	427	532	-	164	280	-	-	-	-	0	-	-
Stage 2	493	280	-	715	530	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	248	96	629	157	96	418	662	-	-	-	-	-
Mov Cap-2 Maneuver	248	96	-	157	96	-	-	-	-	-	-	-
Stage 1	427	532	-	158	270	-	-	-	-	-	-	-
Stage 2	472	270	-	711	530	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.75	13.68	0.22	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	662	-	-	629	418	-	-
HCM Lane V/C Ratio	0.034	-	-	0.005	0.008	-	-
HCM Ctrl Dly (s/v)	10.6	-	-	10.8	13.7	-	-
HCM Lane LOS	B	-	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	32	987	7	0	468
Future Volume (vph)	0	32	987	7	0	468
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	5080	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5080	0	0	5085
Link Speed (mph)	20		35			35
Link Distance (ft)	399		627			380
Travel Time (s)	13.6		12.2			7.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	35	1073	8	0	509
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	35	1081	0	0	509
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.2%		ICU Level of Service A	
Analysis Period (min) 15			

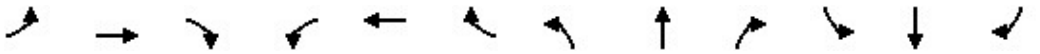
Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	32	987	7	0	468
Future Vol, veh/h	0	32	987	7	0	468
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	1073	8	0	509

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	540	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	416	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	416	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.44	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	416	-
HCM Lane V/C Ratio	-	-	0.084	-
HCM Ctrl Dly (s/v)	-	-	14.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

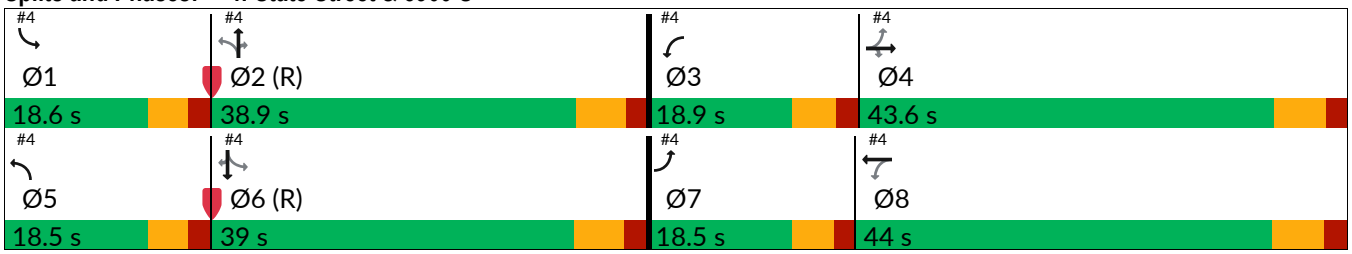


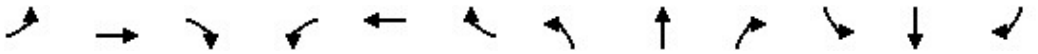
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	404	79	113	391	124	135	781	191	74	312	69
Future Volume (vph)	96	404	79	113	391	124	135	781	191	74	312	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		185	135		0	375		195	375		230
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3412	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.233			0.309			0.510			0.299		
Satd. Flow (perm)	434	3539	1583	576	3412	0	950	5085	1583	557	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132		37				208			135
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		598			590			713			627	
Travel Time (s)		10.2			10.1			13.9			12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	104	439	86	123	425	135	147	849	208	80	339	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	439	86	123	560	0	147	849	208	80	339	75
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	10.5	35.6	35.6	10.9	35.8		10.5	29.4	29.4	10.6	29.5	29.5
Total Split (s)	18.5	43.6	43.6	18.9	44.0		18.5	38.9	38.9	18.6	39.0	39.0
Total Split (%)	15.4%	36.3%	36.3%	15.8%	36.7%		15.4%	32.4%	32.4%	15.5%	32.5%	32.5%
Maximum Green (s)	13.0	37.0	37.0	13.0	37.2		13.0	32.5	32.5	13.0	32.5	32.5
Yellow Time (s)	3.6	4.7	4.7	3.8	4.7		3.6	4.5	4.5	3.6	4.5	4.5
All-Red Time (s)	1.9	1.9	1.9	2.1	2.1		1.9	1.9	1.9	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.6	6.6	5.9	6.8		5.5	6.4	6.4	5.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.8	1.6	1.6	1.8	1.6		1.8	1.6	1.6	1.8	1.6	1.6
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)		22.0	22.0		22.0			16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	33.1	22.7	22.7	34.9	23.8		66.7	57.8	57.8	61.3	53.5	53.5
Actuated g/C Ratio	0.28	0.19	0.19	0.29	0.20		0.56	0.48	0.48	0.51	0.45	0.45
v/c Ratio	0.47	0.66	0.21	0.46	0.79		0.25	0.35	0.24	0.23	0.15	0.10
Control Delay (s/veh)	34.2	49.7	2.8	33.5	51.5		14.2	21.5	3.9	14.8	21.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.2	49.7	2.8	33.5	51.5		14.2	21.5	3.9	14.8	21.6	0.3
LOS	C	D	A	C	D		B	C	A	B	C	A
Approach Delay (s/veh)		40.8			48.2			17.6			17.2	
Approach LOS		D			D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 54 (45%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 29.3		Intersection LOS: C	
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: State Street & 3900 S





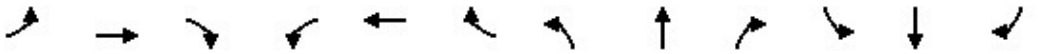
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	404	79	113	391	124	135	781	191	74	312	69
Future Volume (veh/h)	96	404	79	113	391	124	135	781	191	74	312	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	439	86	123	425	135	147	849	208	80	339	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	614	274	237	494	155	605	2603	808	349	2512	780
Arrive On Green	0.06	0.17	0.17	0.07	0.19	0.19	0.06	0.51	0.51	0.04	0.49	0.49
Sat Flow, veh/h	1781	3554	1585	1781	2660	837	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	104	439	86	123	283	277	147	849	208	80	339	75
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1720	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	5.7	14.0	5.7	6.7	18.5	18.8	4.9	11.7	8.9	2.6	4.3	3.0
Cycle Q Clear(g_c), s	5.7	14.0	5.7	6.7	18.5	18.8	4.9	11.7	8.9	2.6	4.3	3.0
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	614	274	237	330	319	605	2603	808	349	2512	780
V/C Ratio(X)	0.53	0.71	0.31	0.52	0.86	0.87	0.24	0.33	0.26	0.23	0.13	0.10
Avail Cap(c_a), veh/h	278	1096	489	302	551	533	696	2603	808	473	2512	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	46.8	43.4	37.7	47.3	47.4	13.4	17.3	16.6	14.3	16.6	16.3
Incr Delay (d2), s/veh	0.8	0.6	0.2	0.7	3.2	4.1	0.1	0.3	0.8	0.1	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	10.2	4.0	5.3	13.0	12.9	3.4	8.1	5.9	1.9	3.1	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	47.4	43.6	38.4	50.5	51.6	13.4	17.6	17.4	14.4	16.7	16.5
LnGrp LOS	D	D	D	D	D	D	B	B	B	B	B	B
Approach Vol, veh/h		629			683			1204			494	
Approach Delay, s/veh		45.6			48.8			17.1			16.3	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	67.7	14.5	27.5	12.4	65.5	13.0	29.1
Change Period (Y+Rc), s	5.6	* 6.5	5.9	* 6.8	5.5	6.5	5.5	6.8
Max Green Setting (Gmax), s	13.0	* 33	13.0	* 37	13.0	32.5	13.0	37.2
Max Q Clear Time (g_c+I1), s	4.6	13.7	8.7	16.0	6.9	6.3	7.7	20.8
Green Ext Time (p_c), s	0.0	3.4	0.0	1.5	0.1	1.3	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	30.1
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2	0	0	32	4	0	0	0	0	0	2
Future Volume (vph)	7	2	0	0	32	4	0	0	0	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.986						0.865	
Flt Protected		0.962										
Satd. Flow (prot)	0	1792	0	0	1837	0	0	1863	0	0	1611	0
Flt Permitted		0.962										
Satd. Flow (perm)	0	1792	0	0	1837	0	0	1863	0	0	1611	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		399			367			514			526	
Travel Time (s)		13.6			12.5			17.5			17.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	2	0	0	35	4	0	0	0	0	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	39	0	0	0	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	2	0	0	32	4	0	0	0	0	0	2
Future Vol, veh/h	7	2	0	0	32	4	0	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	0	0	35	4	0	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	2	0	0	52	57	2	54	54	37
Stage 1	-	-	-	-	-	-	17	17	-	37	37	-
Stage 2	-	-	-	-	-	-	35	39	-	17	17	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1571	-	-	1620	-	-	947	835	1082	944	837	1035
Stage 1	-	-	-	-	-	-	1002	881	-	978	864	-
Stage 2	-	-	-	-	-	-	981	862	-	1002	881	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1571	-	-	1620	-	-	940	831	1082	939	833	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	940	831	-	939	833	-
Stage 1	-	-	-	-	-	-	997	877	-	978	864	-
Stage 2	-	-	-	-	-	-	979	862	-	997	877	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	5.68	0	0	8.48
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1400	-	-	1620	-	-	1035
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.002
HCM Ctrl Dly (s/v)	0	7.3	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	9	6	1	27	6	1
Future Volume (vph)	9	6	1	27	6	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944				0.983	
Flt Protected				0.998	0.958	
Satd. Flow (prot)	1758	0	0	1859	1754	0
Flt Permitted				0.998	0.958	
Satd. Flow (perm)	1758	0	0	1859	1754	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	761			774	1213	
Travel Time (s)	25.9			26.4	41.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	7	1	29	7	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	0	30	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

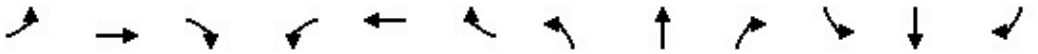
Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	6	1	27	6	1
Future Vol, veh/h	9	6	1	27	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	7	1	29	7	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	16	0	45	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1601	-	966	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1601	-	965	1067
Mov Cap-2 Maneuver	-	-	-	-	965	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	991	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.26	8.71
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	979	-	-	64	-
HCM Lane V/C Ratio	0.008	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	0	1	29	2	6	5	2	2	4	1
Future Volume (vph)	2	2	0	1	29	2	6	5	2	2	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.992			0.981			0.981	
Flt Protected		0.976			0.999			0.976			0.986	
Satd. Flow (prot)	0	1818	0	0	1846	0	0	1783	0	0	1802	0
Flt Permitted		0.976			0.999			0.976			0.986	
Satd. Flow (perm)	0	1818	0	0	1846	0	0	1783	0	0	1802	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		367			761			546			1213	
Travel Time (s)		12.5			25.9			18.6			41.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	2	0	1	32	2	7	5	2	2	4	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	35	0	0	14	0	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	0	1	29	2	6	5	2	2	4	1
Future Vol, veh/h	2	2	0	1	29	2	6	5	2	2	4	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	0	1	32	2	7	5	2	2	4	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.1	7.1	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	50%	3%	29%
Vol Thru, %	38%	50%	91%	57%
Vol Right, %	15%	0%	6%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	4	32	7
LT Vol	6	2	1	2
Through Vol	5	2	29	4
RT Vol	2	0	2	1
Lane Flow Rate	14	4	35	8
Geometry Grp	1	1	1	1
Degree of Util (X)	0.016	0.005	0.038	0.008
Departure Headway (Hd)	4.008	4.099	3.945	3.985
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	895	875	911	899
Service Time	2.025	2.113	1.954	2.003
HCM Lane V/C Ratio	0.016	0.005	0.038	0.009
HCM Control Delay, s/veh	7.1	7.1	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0.1	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	6	8	88	104	4
Future Volume (vph)	15	6	8	88	104	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959				0.995	
Flt Protected	0.966			0.996		
Satd. Flow (prot)	1726	0	0	1855	1853	0
Flt Permitted	0.966			0.996		
Satd. Flow (perm)	1726	0	0	1855	1853	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	774			1187	306	
Travel Time (s)	26.4			40.5	10.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	7	9	96	113	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	105	117	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	6	8	88	104	4
Future Vol, veh/h	15	6	8	88	104	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	7	9	96	113	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	228	115	117	0	-	0
Stage 1	115	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	760	937	1471	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	755	937	1471	-	-	-
Mov Cap-2 Maneuver	755	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	912	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.63	0.62	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	800	-	-
HCM Lane V/C Ratio	0.006	-	0.029	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	4	6	81	97	16
Future Volume (vph)	5	4	6	81	97	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.940				0.981	
Flt Protected	0.973			0.996		
Satd. Flow (prot)	1704	0	0	1855	1827	0
Flt Permitted	0.973			0.996		
Satd. Flow (perm)	1704	0	0	1855	1827	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	761			266	1187	
Travel Time (s)	17.3			6.0	27.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	4	7	88	105	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	95	122	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	6	81	97	16
Future Vol, veh/h	5	4	6	81	97	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	7	88	105	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	215	114	123	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	773	938	1464	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	769	938	1464	-	-	-
Mov Cap-2 Maneuver	769	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	923	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.36	0.52	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	124	-	836	-	-
HCM Lane V/C Ratio	0.004	-	0.012	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	2	0	21	0	1304	11	36	1598	0
Future Volume (vph)	0	0	0	2	0	21	0	1304	11	36	1598	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	110		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt					0.876			0.999				
Flt Protected					0.996					0.950		
Satd. Flow (prot)	0	1863	0	0	1625	0	0	5080	0	1770	5085	0
Flt Permitted					0.996					0.950		
Satd. Flow (perm)	0	1863	0	0	1625	0	0	5080	0	1770	5085	0
Link Speed (mph)		20			20			35			35	
Link Distance (ft)		811			761			815			714	
Travel Time (s)		27.6			25.9			15.9			13.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	2	0	23	0	1417	12	39	1737	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	25	0	0	1429	0	39	1737	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

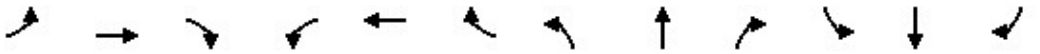
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	2	0	21	0	1304	11	36	1598	0
Future Vol, veh/h	0	0	0	2	0	21	0	1304	11	36	1598	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	0	23	0	1417	12	39	1737	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2382	3245	868	2196	3239	715	-	0	0	1429	0	0
Stage 1	1815	1815	-	1423	1423	-	-	-	-	-	-	-
Stage 2	567	1429	-	773	1815	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	-	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	-	-	-	3.12	-	-
Pot Cap-1 Maneuver	37	9	254	48	9	320	0	-	-	242	-	-
Stage 1	52	128	-	100	200	-	0	-	-	-	-	-
Stage 2	434	199	-	325	128	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	28	8	254	40	8	320	-	-	-	242	-	-
Mov Cap-2 Maneuver	28	8	-	40	8	-	-	-	-	-	-	-
Stage 1	44	107	-	100	200	-	-	-	-	-	-	-
Stage 2	403	199	-	272	107	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	25.65	0	0.5
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	199	242	-	-
HCM Lane V/C Ratio	-	-	-	0.126	0.162	-	-
HCM Ctrl Dly (s/v)	-	-	0	25.6	22.8	-	-
HCM Lane LOS	-	-	A	D	C	-	-
HCM 95th %tile Q(veh)	-	-	-	0.4	0.6	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	25	0	0	2	50	1294	2	0	1603	21
Future Volume (vph)	4	0	25	0	0	2	50	1294	2	0	1603	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.882			0.865						0.998	
Flt Protected		0.994					0.950					
Satd. Flow (prot)	0	1633	0	0	1611	0	1770	5085	0	0	5075	0
Flt Permitted		0.994					0.950					
Satd. Flow (perm)	0	1633	0	0	1611	0	1770	5085	0	0	5075	0
Link Speed (mph)		20			20			35			35	
Link Distance (ft)		680			255			380			815	
Travel Time (s)		23.2			8.7			7.4			15.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	0	27	0	0	2	54	1407	2	0	1742	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	2	0	54	1409	0	0	1765	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	25	0	0	2	50	1294	2	0	1603	21
Future Vol, veh/h	4	0	25	0	0	2	50	1294	2	0	1603	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	27	0	0	2	54	1407	2	0	1742	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2425	3271	883	2213	3282	704	1765	0	0	-	-	0
Stage 1	1754	1754	-	1516	1516	-	-	-	-	-	-	-
Stage 2	671	1517	-	697	1765	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	-	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	34	9	248	47	9	325	164	-	-	0	-	-
Stage 1	58	137	-	86	180	-	-	-	-	0	-	-
Stage 2	375	180	-	362	136	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	23	6	248	28	6	325	164	-	-	-	-	-
Mov Cap-2 Maneuver	23	6	-	28	6	-	-	-	-	-	-	-
Stage 1	58	137	-	58	121	-	-	-	-	-	-	-
Stage 2	249	120	-	322	136	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	53.37	16.14	1.39	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	164	-	-	105	325	-	-
HCM Lane V/C Ratio	0.331	-	-	0.3	0.007	-	-
HCM Ctrl Dly (s/v)	37.4	-	-	53.4	16.1	-	-
HCM Lane LOS	E	-	-	F	C	-	-
HCM 95th %tile Q(veh)	1.4	-	-	1.1	0	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	43	1305	20	0	1629
Future Volume (vph)	0	43	1305	20	0	1629
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.998			
Flt Protected						
Satd. Flow (prot)	0	1611	5075	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5075	0	0	5085
Link Speed (mph)	20		35			35
Link Distance (ft)	399		627			380
Travel Time (s)	13.6		12.2			7.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	47	1418	22	0	1771
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	47	1440	0	0	1771
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	43	1305	20	0	1629
Future Vol, veh/h	0	43	1305	20	0	1629
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	1418	22	0	1771

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	720	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	318	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	318	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.28	0	0
HCM LOS	C		

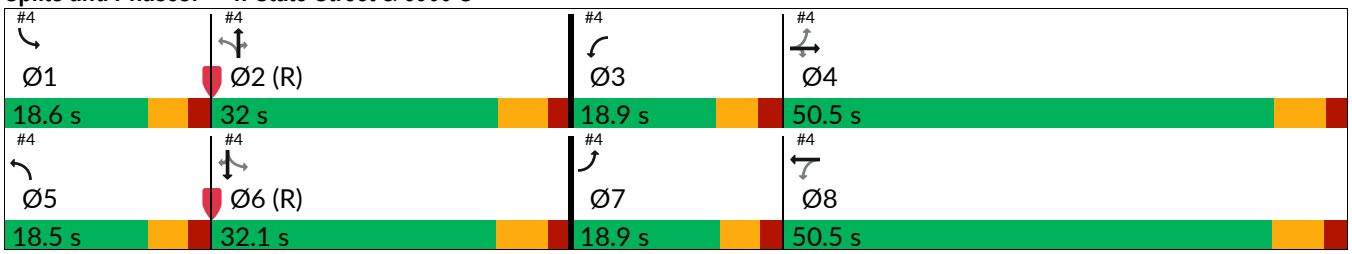
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	318	-
HCM Lane V/C Ratio	-	-	0.147	-
HCM Ctrl Dly (s/v)	-	-	18.3	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.5	-

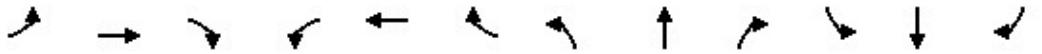
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	683	215	198	663	160	198	994	233	180	1292	164
Future Volume (vph)	142	683	215	198	663	160	198	994	233	180	1292	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		185	135		0	375		195	375		230
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.971				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3437	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.120			0.170			0.109			0.139		
Satd. Flow (perm)	224	3539	1583	317	3437	0	203	5085	1583	259	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234		28				214			138
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		598			590			713			627	
Travel Time (s)		10.2			10.1			13.9			12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	154	742	234	215	721	174	215	1080	253	196	1404	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	742	234	215	895	0	215	1080	253	196	1404	178
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	10.5	35.6	35.6	10.9	35.8		10.5	29.4	29.4	10.6	29.5	29.5
Total Split (s)	18.9	50.5	50.5	18.9	50.5		18.5	32.0	32.0	18.6	32.1	32.1
Total Split (%)	15.8%	42.1%	42.1%	15.8%	42.1%		15.4%	26.7%	26.7%	15.5%	26.8%	26.8%
Maximum Green (s)	13.4	43.9	43.9	13.0	43.7		13.0	25.6	25.6	13.0	25.6	25.6
Yellow Time (s)	3.6	4.7	4.7	3.8	4.7		3.6	4.5	4.5	3.6	4.5	4.5
All-Red Time (s)	1.9	1.9	1.9	2.1	2.1		1.9	1.9	1.9	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.6	6.6	5.9	6.8		5.5	6.4	6.4	5.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.8	1.6	1.6	1.8	1.6		1.8	1.6	1.6	1.8	1.6	1.6
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)		22.0	22.0		22.0			16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	45.7	33.9	33.9	48.9	35.7		51.2	36.8	36.8	49.1	35.7	35.7
Actuated g/C Ratio	0.38	0.28	0.28	0.41	0.30		0.43	0.31	0.31	0.41	0.30	0.30
v/c Ratio	0.69	0.74	0.38	0.77	0.86		0.82	0.69	0.40	0.75	0.93	0.31
Control Delay (s/veh)	38.2	43.4	5.3	41.0	47.2		53.0	41.3	10.3	42.6	53.4	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.2	43.4	5.3	41.0	47.2		53.0	41.3	10.3	42.6	53.4	12.4
LOS	D	D	A	D	D		D	D	B	D	D	B
Approach Delay (s/veh)		34.8			46.0			37.9			48.1	
Approach LOS		C			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 54 (45%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 42.1		Intersection LOS: D	
Intersection Capacity Utilization 87.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: State Street & 3900 S





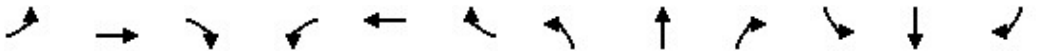
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	683	215	198	663	160	198	994	233	180	1292	164
Future Volume (veh/h)	142	683	215	198	663	160	198	994	233	180	1292	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	742	234	215	721	174	215	1080	253	196	1404	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	898	401	279	798	193	258	1778	552	287	1747	542
Arrive On Green	0.08	0.25	0.25	0.10	0.28	0.28	0.09	0.35	0.35	0.09	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	1781	2839	685	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	154	742	234	215	451	444	215	1080	253	196	1404	178
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1747	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	7.6	23.7	15.5	10.6	29.4	29.4	9.3	21.0	14.9	8.5	29.9	10.0
Cycle Q Clear(g_c), s	7.6	23.7	15.5	10.6	29.4	29.4	9.3	21.0	14.9	8.5	29.9	10.0
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	898	401	279	500	491	258	1778	552	287	1747	542
V/C Ratio(X)	0.69	0.83	0.58	0.77	0.90	0.90	0.83	0.61	0.46	0.68	0.80	0.33
Avail Cap(c_a), veh/h	282	1300	580	285	647	636	283	1778	552	324	1747	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	42.3	39.3	31.5	41.6	41.6	27.9	32.3	30.3	25.2	35.8	29.2
Incr Delay (d2), s/veh	2.8	2.0	0.5	10.8	11.7	11.9	16.0	1.6	2.7	3.6	4.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	15.6	10.0	9.0	20.3	20.0	8.6	13.6	10.0	6.8	18.7	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.6	44.3	39.8	42.3	53.3	53.5	43.9	33.9	33.1	28.8	39.8	30.9
LnGrp LOS	D	D	D	D	D	D	D	C	C	C	D	C
Approach Vol, veh/h		1130			1110			1548			1778	
Approach Delay, s/veh		42.2			51.2			35.1			37.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	48.3	18.5	37.1	16.8	47.6	15.1	40.5
Change Period (Y+Rc), s	5.6	* 6.5	5.9	* 6.8	5.5	6.5	5.5	6.8
Max Green Setting (Gmax), s	13.0	* 26	13.0	* 44	13.0	25.6	13.4	43.7
Max Q Clear Time (g_c+I1), s	10.5	23.0	12.6	25.7	11.3	31.9	9.6	31.4
Green Ext Time (p_c), s	0.1	1.4	0.0	2.7	0.0	0.0	0.1	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	40.6
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	20	2	1	34	6	3	0	3	15	0	4
Future Volume (vph)	2	20	2	1	34	6	3	0	3	15	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.979			0.932			0.973	
Flt Protected		0.996			0.999			0.976			0.962	
Satd. Flow (prot)	0	1837	0	0	1822	0	0	1694	0	0	1744	0
Flt Permitted		0.996			0.999			0.976			0.962	
Satd. Flow (perm)	0	1837	0	0	1822	0	0	1694	0	0	1744	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		399			367			514			526	
Travel Time (s)		13.6			12.5			17.5			17.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	22	2	1	37	7	3	0	3	16	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	45	0	0	6	0	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	20	2	1	34	6	3	0	3	15	0	4
Future Vol, veh/h	2	20	2	1	34	6	3	0	3	15	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	22	2	1	37	7	3	0	3	16	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	43	0	0	24	0	0	66	73	23	68	71	40
Stage 1	-	-	-	-	-	-	27	27	-	42	42	-
Stage 2	-	-	-	-	-	-	39	46	-	26	28	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1565	-	-	1591	-	-	927	818	1054	924	820	1031
Stage 1	-	-	-	-	-	-	990	873	-	972	860	-
Stage 2	-	-	-	-	-	-	976	857	-	991	872	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1565	-	-	1591	-	-	921	816	1054	919	818	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	921	816	-	919	818	-
Stage 1	-	-	-	-	-	-	989	871	-	971	859	-
Stage 2	-	-	-	-	-	-	971	856	-	987	870	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.61	0.18	8.69	8.91
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	983	147	-	-	43	-	-	941
HCM Lane V/C Ratio	0.007	0.001	-	-	0.001	-	-	0.022
HCM Ctrl Dly (s/v)	8.7	7.3	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	30	18	3	14	8	6
Future Volume (vph)	30	18	3	14	8	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.949				0.941	
Flt Protected				0.992	0.973	
Satd. Flow (prot)	1768	0	0	1848	1706	0
Flt Permitted				0.992	0.973	
Satd. Flow (perm)	1768	0	0	1848	1706	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	761			774	1213	
Travel Time (s)	25.9			26.4	41.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	20	3	15	9	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	18	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

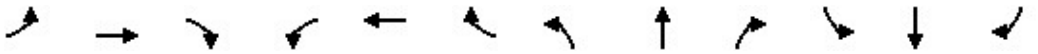
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	18	3	14	8	6
Future Vol, veh/h	30	18	3	14	8	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	20	3	15	9	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	52	0	64	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1554	-	942	1028
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1554	-	940	1028
Mov Cap-2 Maneuver	-	-	-	-	940	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	1001	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.29	8.75
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	976	-	-	318	-
HCM Lane V/C Ratio	0.016	-	-	0.002	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	31	7	4	31	4	10	14	3	2	18	1
Future Volume (vph)	6	31	7	4	31	4	10	14	3	2	18	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.987			0.986			0.994	
Flt Protected		0.993			0.995			0.981			0.996	
Satd. Flow (prot)	0	1809	0	0	1829	0	0	1802	0	0	1844	0
Flt Permitted		0.993			0.995			0.981			0.996	
Satd. Flow (perm)	0	1809	0	0	1829	0	0	1802	0	0	1844	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		367			761			546			1213	
Travel Time (s)		12.5			25.9			18.6			41.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	34	8	4	34	4	11	15	3	2	20	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	42	0	0	29	0	0	23	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	31	7	4	31	4	10	14	3	2	18	1
Future Vol, veh/h	6	31	7	4	31	4	10	14	3	2	18	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	34	8	4	34	4	11	15	3	2	20	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7.3	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	14%	10%	10%
Vol Thru, %	52%	70%	79%	86%
Vol Right, %	11%	16%	10%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	44	39	21
LT Vol	10	6	4	2
Through Vol	14	31	31	18
RT Vol	3	7	4	1
Lane Flow Rate	29	48	42	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.053	0.047	0.026
Departure Headway (Hd)	4.116	3.988	4.019	4.105
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	866	896	889	868
Service Time	2.159	2.023	2.055	2.149
HCM Lane V/C Ratio	0.033	0.054	0.047	0.026
HCM Control Delay, s/veh	7.3	7.2	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	23	10	142	186	11
Future Volume (vph)	10	23	10	142	186	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.906				0.992	
Flt Protected	0.985			0.997		
Satd. Flow (prot)	1662	0	0	1857	1848	0
Flt Permitted	0.985			0.997		
Satd. Flow (perm)	1662	0	0	1857	1848	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	774			1187	306	
Travel Time (s)	26.4			40.5	10.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	25	11	154	202	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	165	214	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	23	10	142	186	11
Future Vol, veh/h	10	23	10	142	186	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	25	11	154	202	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	384	208	214	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	619	832	1356	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	613	832	1356	-	-	-
Mov Cap-2 Maneuver	613	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	854	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.03	0.51	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	118	-	751	-	-
HCM Lane V/C Ratio	0.008	-	0.048	-	-
HCM Ctrl Dly (s/v)	7.7	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	23	9	143	171	10
Future Volume (vph)	11	23	9	143	171	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909				0.992	
Flt Protected	0.984			0.997		
Satd. Flow (prot)	1666	0	0	1857	1848	0
Flt Permitted	0.984			0.997		
Satd. Flow (perm)	1666	0	0	1857	1848	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	761			266	1187	
Travel Time (s)	17.3			6.0	27.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	25	10	155	186	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	165	197	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	23	9	143	171	10
Future Vol, veh/h	11	23	9	143	171	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	25	10	155	186	11

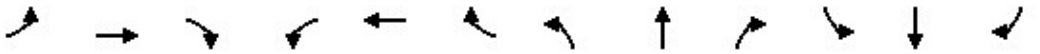
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	366	191	197	0	-	0
Stage 1	191	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	633	850	1376	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	629	850	1376	-	-	-
Mov Cap-2 Maneuver	629	-	-	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	855	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.96	0.45	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	107	-	763	-	-
HCM Lane V/C Ratio	0.007	-	0.048	-	-
HCM Ctrl Dly (s/v)	7.6	0	10	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Appendix H – Year 2028 Build Capacity Analysis

H



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	0	26	0	1017	5	31	468	0
Future Volume (vph)	0	0	0	5	0	26	0	1017	5	31	468	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	110		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt					0.885			0.999				
Flt Protected					0.992					0.950		
Satd. Flow (prot)	0	1863	0	0	1635	0	0	5080	0	1770	5085	0
Flt Permitted					0.992					0.950		
Satd. Flow (perm)	0	1863	0	0	1635	0	0	5080	0	1770	5085	0
Link Speed (mph)		20			20			35			35	
Link Distance (ft)		811			333			346			714	
Travel Time (s)		27.6			11.4			6.7			13.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	5	0	28	0	1105	5	34	509	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	33	0	0	1110	0	34	509	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

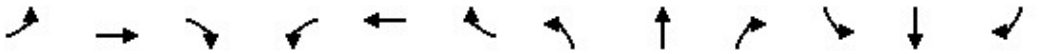
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	0	26	0	1017	5	31	468	0
Future Vol, veh/h	0	0	0	5	0	26	0	1017	5	31	468	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	5	0	28	0	1105	5	34	509	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1018	1687	254	1379	1684	555	-	0	0	1111	0	0
Stage 1	576	576	-	1108	1108	-	-	-	-	-	-	-
Stage 2	442	1111	-	271	576	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	-	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	-	-	-	3.12	-	-
Pot Cap-1 Maneuver	249	93	635	152	93	407	0	-	-	346	-	-
Stage 1	389	500	-	167	284	-	0	-	-	-	-	-
Stage 2	516	283	-	653	500	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	209	84	635	137	84	407	-	-	-	346	-	-
Mov Cap-2 Maneuver	209	84	-	137	84	-	-	-	-	-	-	-
Stage 1	351	452	-	167	284	-	-	-	-	-	-	-
Stage 2	480	283	-	589	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	18.07	0	1.03
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	309	346	-	-
HCM Lane V/C Ratio	-	-	-	0.109	0.097	-	-
HCM Ctrl Dly (s/v)	-	-	0	18.1	16.5	-	-
HCM Lane LOS	-	-	A	C	C	-	-
HCM 95th %tile Q(veh)	-	-	-	0.4	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	0	0	3	21	1069	0	0	471	8
Future Volume (vph)	0	0	3	0	0	3	21	1069	0	0	471	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.865			0.865						0.997	
Flt Protected							0.950					
Satd. Flow (prot)	0	1611	0	0	1611	0	1770	5085	0	0	5070	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1611	0	0	1611	0	1770	5085	0	0	5070	0
Link Speed (mph)		20			20			35			35	
Link Distance (ft)		680			255			380			470	
Travel Time (s)		23.2			8.7			7.4			9.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	3	0	0	3	23	1162	0	0	512	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	3	0	23	1162	0	0	521	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	0	0	3	21	1069	0	0	471	8
Future Vol, veh/h	0	0	3	0	0	3	21	1069	0	0	471	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	0	0	3	23	1162	0	0	512	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1027	1724	260	1412	1728	581	521	0	0	-	-	0
Stage 1	516	516	-	1208	1208	-	-	-	-	-	-	-
Stage 2	510	1208	-	205	521	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	-	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	247	88	629	145	88	392	662	-	-	0	-	-
Stage 1	427	532	-	143	254	-	-	-	-	0	-	-
Stage 2	469	254	-	715	530	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	236	85	629	140	85	392	662	-	-	-	-	-
Mov Cap-2 Maneuver	236	85	-	140	85	-	-	-	-	-	-	-
Stage 1	427	532	-	138	246	-	-	-	-	-	-	-
Stage 2	449	246	-	711	530	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.75	14.27	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	662	-	-	629	392	-	-
HCM Lane V/C Ratio	0.034	-	-	0.005	0.008	-	-
HCM Ctrl Dly (s/v)	10.6	-	-	10.8	14.3	-	-
HCM Lane LOS	B	-	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	32	1067	7	0	468
Future Volume (vph)	0	32	1067	7	0	468
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	5080	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5080	0	0	5085
Link Speed (mph)	20		35			35
Link Distance (ft)	399		627			380
Travel Time (s)	13.6		12.2			7.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	35	1160	8	0	509
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	35	1168	0	0	509
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	32	1067	7	0	468
Future Vol, veh/h	0	32	1067	7	0	468
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	1160	8	0	509

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	584	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	390	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	390	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.13	0	0
HCM LOS	C		

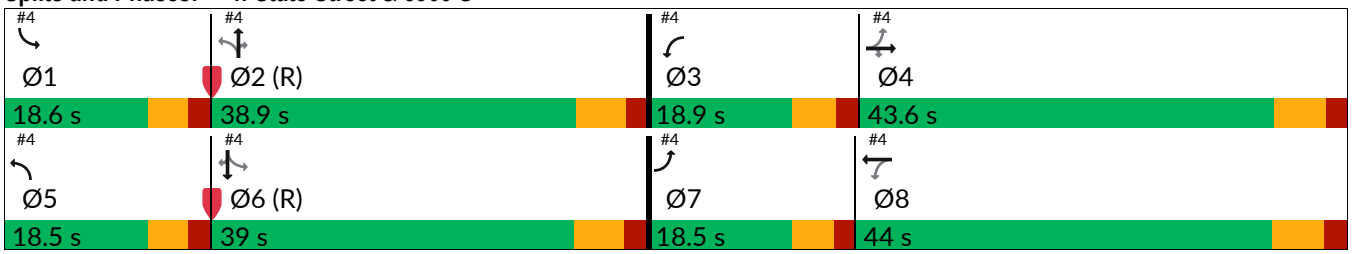
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	390	-
HCM Lane V/C Ratio	-	-	0.089	-
HCM Ctrl Dly (s/v)	-	-	15.1	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.3	-

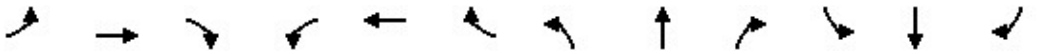
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	404	79	122	403	124	135	834	191	74	312	69
Future Volume (vph)	123	404	79	122	403	124	135	834	191	74	312	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		185	135		0	375		195	375		230
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.965				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3415	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.213			0.331			0.509			0.273		
Satd. Flow (perm)	397	3539	1583	617	3415	0	948	5085	1583	509	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132		35				208			135
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		598			590			713			627	
Travel Time (s)		10.2			10.1			13.9			12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	134	439	86	133	438	135	147	907	208	80	339	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	439	86	133	573	0	147	907	208	80	339	75
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	10.5	35.6	35.6	10.9	35.8		10.5	29.4	29.4	10.6	29.5	29.5
Total Split (s)	18.5	43.6	43.6	18.9	44.0		18.5	38.9	38.9	18.6	39.0	39.0
Total Split (%)	15.4%	36.3%	36.3%	15.8%	36.7%		15.4%	32.4%	32.4%	15.5%	32.5%	32.5%
Maximum Green (s)	13.0	37.0	37.0	13.0	37.2		13.0	32.5	32.5	13.0	32.5	32.5
Yellow Time (s)	3.6	4.7	4.7	3.8	4.7		3.6	4.5	4.5	3.6	4.5	4.5
All-Red Time (s)	1.9	1.9	1.9	2.1	2.1		1.9	1.9	1.9	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.6	6.6	5.9	6.8		5.5	6.4	6.4	5.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.8	1.6	1.6	1.8	1.6		1.8	1.6	1.6	1.8	1.6	1.6
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)		22.0	22.0		22.0			16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	35.3	23.7	23.7	35.4	23.9		65.4	56.4	56.4	59.8	52.0	52.0
Actuated g/C Ratio	0.29	0.20	0.20	0.30	0.20		0.55	0.47	0.47	0.50	0.43	0.43
v/c Ratio	0.57	0.63	0.21	0.47	0.81		0.25	0.38	0.24	0.24	0.15	0.10
Control Delay (s/veh)	36.4	48.0	2.6	32.7	52.5		14.9	22.9	4.1	15.8	22.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.4	48.0	2.6	32.7	52.5		14.9	22.9	4.1	15.8	22.6	0.3
LOS	D	D	A	C	D		B	C	A	B	C	A
Approach Delay (s/veh)		39.8			48.7			18.8			18.1	
Approach LOS		D			D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 54 (45%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 29.9		Intersection LOS: C	
Intersection Capacity Utilization 64.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: State Street & 3900 S





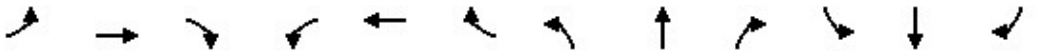
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	404	79	122	403	124	135	834	191	74	312	69
Future Volume (veh/h)	123	404	79	122	403	124	135	834	191	74	312	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	439	86	133	438	135	147	907	208	80	339	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	662	295	258	507	155	589	2515	781	323	2416	750
Arrive On Green	0.08	0.19	0.19	0.08	0.19	0.19	0.06	0.49	0.49	0.04	0.47	0.47
Sat Flow, veh/h	1781	3554	1585	1781	2681	819	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	134	439	86	133	289	284	147	907	208	80	339	75
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1723	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	7.2	13.8	5.6	7.1	18.9	19.2	5.1	13.2	9.2	2.8	4.5	3.1
Cycle Q Clear(g_c), s	7.2	13.8	5.6	7.1	18.9	19.2	5.1	13.2	9.2	2.8	4.5	3.1
Prop In Lane	1.00		1.00	1.00		0.48	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	220	662	295	258	336	326	589	2515	781	323	2416	750
V/C Ratio(X)	0.61	0.66	0.29	0.52	0.86	0.87	0.25	0.36	0.27	0.25	0.14	0.10
Avail Cap(c_a), veh/h	278	1096	489	316	551	534	677	2515	781	446	2416	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	45.3	42.0	36.2	47.1	47.2	14.4	18.8	17.8	15.5	17.8	17.5
Incr Delay (d2), s/veh	1.0	0.4	0.2	0.6	3.9	4.8	0.1	0.4	0.8	0.1	0.1	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	10.0	3.9	5.6	13.3	13.3	3.6	8.9	6.2	2.0	3.2	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.1	45.7	42.2	36.8	51.0	52.0	14.5	19.2	18.6	15.7	18.0	17.7
LnGrp LOS	D	D	D	D	D	D	B	B	B	B	B	B
Approach Vol, veh/h		659			706			1262			494	
Approach Delay, s/veh		43.7			48.7			18.6			17.6	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	65.6	15.0	29.2	12.6	63.3	14.6	29.5
Change Period (Y+Rc), s	5.6	* 6.5	5.9	* 6.8	5.5	6.5	5.5	6.8
Max Green Setting (Gmax), s	13.0	* 33	13.0	* 37	13.0	32.5	13.0	37.2
Max Q Clear Time (g_c+I1), s	4.8	15.2	9.1	15.8	7.1	6.5	9.2	21.2
Green Ext Time (p_c), s	0.0	3.6	0.0	1.5	0.1	1.3	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	30.5
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2	0	0	32	4	0	0	0	5	0	2
Future Volume (vph)	7	2	0	0	32	4	0	0	0	5	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.986						0.961	
Flt Protected		0.962									0.966	
Satd. Flow (prot)	0	1792	0	0	1837	0	0	1863	0	0	1729	0
Flt Permitted		0.962									0.966	
Satd. Flow (perm)	0	1792	0	0	1837	0	0	1863	0	0	1729	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		399			367			514			491	
Travel Time (s)		13.6			12.5			17.5			16.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	2	0	0	35	4	0	0	0	5	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	39	0	0	0	0	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	2	0	0	32	4	0	0	0	5	0	2
Future Vol, veh/h	7	2	0	0	32	4	0	0	0	5	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	0	0	35	4	0	0	0	5	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	2	0	0	52	57	2	54	54	37
Stage 1	-	-	-	-	-	-	17	17	-	37	37	-
Stage 2	-	-	-	-	-	-	35	39	-	17	17	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1571	-	-	1620	-	-	947	835	1082	944	837	1035
Stage 1	-	-	-	-	-	-	1002	881	-	978	864	-
Stage 2	-	-	-	-	-	-	981	862	-	1002	881	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1571	-	-	1620	-	-	940	831	1082	939	833	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	940	831	-	939	833	-
Stage 1	-	-	-	-	-	-	997	877	-	978	864	-
Stage 2	-	-	-	-	-	-	979	862	-	997	877	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	5.68	0	0	8.76
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1400	-	-	1620	-	-	965
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.008
HCM Ctrl Dly (s/v)	0	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	12	6	8	27	6	1
Future Volume (vph)	12	6	8	27	6	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.983	
Flt Protected				0.988	0.958	
Satd. Flow (prot)	1775	0	0	1840	1754	0
Flt Permitted				0.988	0.958	
Satd. Flow (perm)	1775	0	0	1840	1754	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	429			774	213	
Travel Time (s)	14.6			26.4	7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	7	9	29	7	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	0	38	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.4%		ICU Level of Service A	
Analysis Period (min) 15			

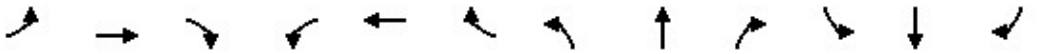
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	6	8	27	6	1
Future Vol, veh/h	12	6	8	27	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	7	9	29	7	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	20	0	63	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	47	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1597	-	943	1063
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1597	-	938	1063
Mov Cap-2 Maneuver	-	-	-	-	938	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	976	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.66	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	954	-	-	411	-
HCM Lane V/C Ratio	0.008	-	-	0.005	-
HCM Ctrl Dly (s/v)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	5	1	29	2	6	5	2	17	20	1
Future Volume (vph)	2	2	5	1	29	2	6	5	2	17	20	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925			0.992			0.981			0.997	
Flt Protected		0.989			0.999			0.976			0.979	
Satd. Flow (prot)	0	1704	0	0	1846	0	0	1783	0	0	1818	0
Flt Permitted		0.989			0.999			0.976			0.979	
Satd. Flow (perm)	0	1704	0	0	1846	0	0	1783	0	0	1818	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		367			761			546			1000	
Travel Time (s)		12.5			25.9			18.6			34.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	2	5	1	32	2	7	5	2	18	22	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	35	0	0	14	0	0	41	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	5	1	29	2	6	5	2	17	20	1
Future Vol, veh/h	2	2	5	1	29	2	6	5	2	17	20	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	5	1	32	2	7	5	2	18	22	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	6.8	7.2	7.1	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	22%	3%	45%
Vol Thru, %	38%	22%	91%	53%
Vol Right, %	15%	56%	6%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	9	32	38
LT Vol	6	2	1	17
Through Vol	5	2	29	20
RT Vol	2	5	2	1
Lane Flow Rate	14	10	35	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.016	0.01	0.039	0.047
Departure Headway (Hd)	4.044	3.769	4.008	4.097
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	885	947	893	875
Service Time	2.07	1.801	2.034	2.117
HCM Lane V/C Ratio	0.016	0.011	0.039	0.047
HCM Control Delay, s/veh	7.1	6.8	7.2	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0.1	0.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	6	8	88	104	11
Future Volume (vph)	18	6	8	88	104	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.965				0.987	
Flt Protected	0.964			0.996		
Satd. Flow (prot)	1733	0	0	1855	1839	0
Flt Permitted	0.964			0.996		
Satd. Flow (perm)	1733	0	0	1855	1839	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	774			1187	306	
Travel Time (s)	26.4			40.5	10.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	7	9	96	113	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	0	105	125	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	6	8	88	104	11
Future Vol, veh/h	18	6	8	88	104	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	7	9	96	113	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	232	119	125	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	756	933	1462	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	751	933	1462	-	-	-
Mov Cap-2 Maneuver	751	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	912	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.71	0.62	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	790	-	-
HCM Lane V/C Ratio	0.006	-	0.033	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	19	6	81	97	16
Future Volume (vph)	5	19	6	81	97	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891				0.981	
Flt Protected	0.990			0.996		
Satd. Flow (prot)	1643	0	0	1855	1827	0
Flt Permitted	0.990			0.996		
Satd. Flow (perm)	1643	0	0	1855	1827	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	761			266	1187	
Travel Time (s)	17.3			6.0	27.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	21	7	88	105	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	95	122	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	19	6	81	97	16
Future Vol, veh/h	5	19	6	81	97	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	21	7	88	105	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	215	114	123	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	773	938	1464	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	769	938	1464	-	-	-
Mov Cap-2 Maneuver	769	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	923	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.13	0.52	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	124	-	897	-	-
HCM Lane V/C Ratio	0.004	-	0.029	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	22	992	80	0	473
Future Volume (vph)	0	22	992	80	0	473
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.989			
Flt Protected						
Satd. Flow (prot)	0	1611	5029	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5029	0	0	5085
Link Speed (mph)	20		35			35
Link Distance (ft)	532		470			346
Travel Time (s)	18.1		9.2			6.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	24	1078	87	0	514
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	1165	0	0	514
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	992	80	0	473
Future Vol, veh/h	0	22	992	80	0	473
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	1078	87	0	514

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	583	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	391	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	391	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.82	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	391	-
HCM Lane V/C Ratio	-	-	0.061	-
HCM Ctrl Dly (s/v)	-	-	14.8	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	16	20	0	33	0	3
Future Volume (vph)	16	20	0	33	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924					0.865
Flt Protected						
Satd. Flow (prot)	1721	0	0	1863	0	1611
Flt Permitted						
Satd. Flow (perm)	1721	0	0	1863	0	1611
Link Speed (mph)	20			20	20	
Link Distance (ft)	333			429	296	
Travel Time (s)	11.4			14.6	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	22	0	36	0	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	36	0	3
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	20	0	33	0	3
Future Vol, veh/h	16	20	0	33	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	22	0	36	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	28
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	1047
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	1047
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.45
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	1047	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Ctrl Dly (s/v)	8.4	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	0	0	0	0	0
Future Volume (vph)	5	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1863	0	0	1863
Link Speed (mph)	20		20			20
Link Distance (ft)	160		491			65
Travel Time (s)	5.5		16.7			2.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	0	0	0	0	0
Future Vol, veh/h	5	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v		0	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	31	0	7	7	7
Future Volume (vph)	0	31	0	7	7	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.932	
Flt Protected						
Satd. Flow (prot)	1611	0	0	1863	1736	0
Flt Permitted						
Satd. Flow (perm)	1611	0	0	1863	1736	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	391			1000	213	
Travel Time (s)	13.3			34.1	7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	34	0	8	8	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	8	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	31	0	7	7	7
Future Vol, veh/h	0	31	0	7	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	0	8	8	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	19	11	15	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	998	1069	1603	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	998	1069	1603	-	-	-
Mov Cap-2 Maneuver	998	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.48	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	1069	-	-
HCM Lane V/C Ratio	-	-	0.032	-	-
HCM Ctrl Dly (s/v)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	2	0	21	0	1317	11	47	1598	0
Future Volume (vph)	0	0	0	2	0	21	0	1317	11	47	1598	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	110		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt					0.876			0.999				
Flt Protected					0.996					0.950		
Satd. Flow (prot)	0	1863	0	0	1625	0	0	5080	0	1770	5085	0
Flt Permitted					0.996					0.950		
Satd. Flow (perm)	0	1863	0	0	1625	0	0	5080	0	1770	5085	0
Link Speed (mph)		20			20			35			35	
Link Distance (ft)		811			333			346			714	
Travel Time (s)		27.6			11.4			6.7			13.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	2	0	23	0	1432	12	51	1737	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	25	0	0	1444	0	51	1737	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

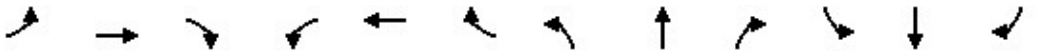
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	2	0	21	0	1317	11	47	1598	0
Future Vol, veh/h	0	0	0	2	0	21	0	1317	11	47	1598	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	110	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	0	23	0	1432	12	51	1737	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2412	3283	868	2234	3277	722	-	0	0	1443	0	0
Stage 1	1839	1839	-	1438	1438	-	-	-	-	-	-	-
Stage 2	573	1443	-	797	1839	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	-	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	-	-	-	3.12	-	-
Pot Cap-1 Maneuver	35	9	254	45	9	317	0	-	-	238	-	-
Stage 1	50	124	-	98	197	-	0	-	-	-	-	-
Stage 2	430	196	-	314	124	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	25	7	254	36	7	317	-	-	-	238	-	-
Mov Cap-2 Maneuver	25	7	-	36	7	-	-	-	-	-	-	-
Stage 1	40	98	-	98	197	-	-	-	-	-	-	-
Stage 2	399	196	-	247	98	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	27.11	0	0.69
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	188	238	-	-
HCM Lane V/C Ratio	-	-	-	0.133	0.215	-	-
HCM Ctrl Dly (s/v)	-	-	0	27.1	24.2	-	-
HCM Lane LOS	-	-	A	D	C	-	-
HCM 95th %tile Q(veh)	-	-	-	0.5	0.8	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	25	0	0	2	50	1310	2	0	1603	21
Future Volume (vph)	4	0	25	0	0	2	50	1310	2	0	1603	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.882			0.865						0.998	
Flt Protected		0.994					0.950					
Satd. Flow (prot)	0	1633	0	0	1611	0	1770	5085	0	0	5075	0
Flt Permitted		0.994					0.950					
Satd. Flow (perm)	0	1633	0	0	1611	0	1770	5085	0	0	5075	0
Link Speed (mph)		20			20			35			35	
Link Distance (ft)		680			255			380			470	
Travel Time (s)		23.2			8.7			7.4			9.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	0	27	0	0	2	54	1424	2	0	1742	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	2	0	54	1426	0	0	1765	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	25	0	0	2	50	1310	2	0	1603	21
Future Vol, veh/h	4	0	25	0	0	2	50	1310	2	0	1603	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	27	0	0	2	54	1424	2	0	1742	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2432	3289	883	2231	3299	713	1765	0	0	-	-	0
Stage 1	1754	1754	-	1534	1534	-	-	-	-	-	-	-
Stage 2	678	1535	-	697	1765	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	-	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	34	9	248	46	8	321	164	-	-	0	-	-
Stage 1	58	137	-	84	177	-	-	-	-	0	-	-
Stage 2	371	176	-	362	136	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	23	6	248	27	6	321	164	-	-	-	-	-
Mov Cap-2 Maneuver	23	6	-	27	6	-	-	-	-	-	-	-
Stage 1	58	137	-	56	118	-	-	-	-	-	-	-
Stage 2	247	118	-	322	136	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	53.81	16.29	1.37	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	164	-	-	104	321	-	-
HCM Lane V/C Ratio	0.331	-	-	0.302	0.007	-	-
HCM Ctrl Dly (s/v)	37.4	-	-	53.8	16.3	-	-
HCM Lane LOS	E	-	-	F	C	-	-
HCM 95th %tile Q(veh)	1.4	-	-	1.2	0	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	43	1321	20	0	1629
Future Volume (vph)	0	43	1321	20	0	1629
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.998			
Flt Protected						
Satd. Flow (prot)	0	1611	5075	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5075	0	0	5085
Link Speed (mph)	20		35			35
Link Distance (ft)	399		627			380
Travel Time (s)	13.6		12.2			7.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	47	1436	22	0	1771
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	47	1458	0	0	1771
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	43	1321	20	0	1629
Future Vol, veh/h	0	43	1321	20	0	1629
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	1436	22	0	1771

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	729	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	314	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	314	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.48	0	0
HCM LOS	C		

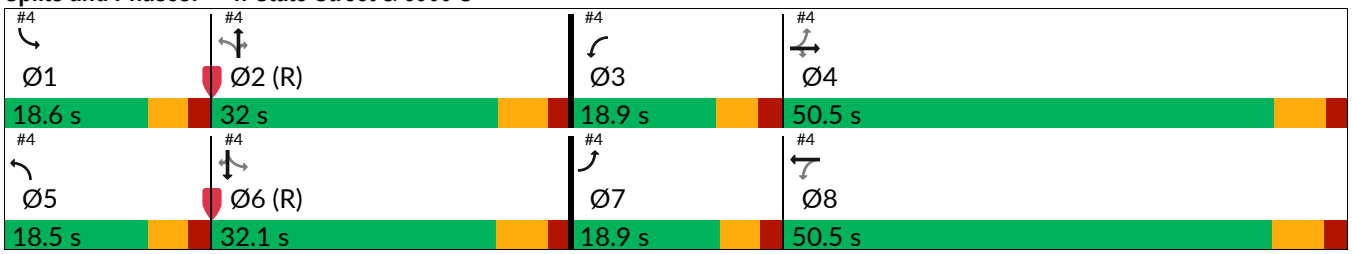
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	314	-
HCM Lane V/C Ratio	-	-	0.149	-
HCM Ctrl Dly (s/v)	-	-	18.5	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.5	-

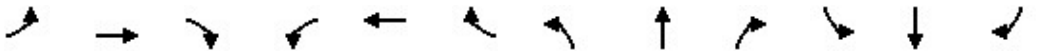
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	683	215	212	673	160	198	1003	233	180	1292	164
Future Volume (vph)	149	683	215	212	673	160	198	1003	233	180	1292	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		185	135		0	375		195	375		230
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.971				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3437	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.118			0.175			0.110			0.132		
Satd. Flow (perm)	220	3539	1583	326	3437	0	205	5085	1583	246	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234		27				213			138
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		598			590			713			627	
Travel Time (s)		10.2			10.1			13.9			12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	162	742	234	230	732	174	215	1090	253	196	1404	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	162	742	234	230	906	0	215	1090	253	196	1404	178
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	10.5	35.6	35.6	10.9	35.8		10.5	29.4	29.4	10.6	29.5	29.5
Total Split (s)	18.9	50.5	50.5	18.9	50.5		18.5	32.0	32.0	18.6	32.1	32.1
Total Split (%)	15.8%	42.1%	42.1%	15.8%	42.1%		15.4%	26.7%	26.7%	15.5%	26.8%	26.8%
Maximum Green (s)	13.4	43.9	43.9	13.0	43.7		13.0	25.6	25.6	13.0	25.6	25.6
Yellow Time (s)	3.6	4.7	4.7	3.8	4.7		3.6	4.5	4.5	3.6	4.5	4.5
All-Red Time (s)	1.9	1.9	1.9	2.1	2.1		1.9	1.9	1.9	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.6	6.6	5.9	6.8		5.5	6.4	6.4	5.6	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.8	1.6	1.6	1.8	1.6		1.8	1.6	1.6	1.8	1.6	1.6
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)		22.0	22.0		22.0			16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	46.5	34.4	34.4	49.5	36.1		50.6	36.2	36.2	48.4	35.1	35.1
Actuated g/C Ratio	0.39	0.29	0.29	0.41	0.30		0.42	0.30	0.30	0.40	0.29	0.29
v/c Ratio	0.71	0.73	0.38	0.81	0.86		0.82	0.71	0.40	0.76	0.94	0.32
Control Delay (s/veh)	40.2	42.6	5.2	43.7	47.1		53.3	42.2	10.5	45.5	56.1	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.2	42.6	5.2	43.7	47.1		53.3	42.2	10.5	45.5	56.1	12.6
LOS	D	D	A	D	D		D	D	B	D	E	B
Approach Delay (s/veh)		34.6			46.4			38.6			50.6	
Approach LOS		C			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 54 (45%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 43.2		Intersection LOS: D	
Intersection Capacity Utilization 88.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: State Street & 3900 S





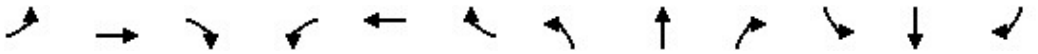
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	683	215	212	673	160	198	1003	233	180	1292	164
Future Volume (veh/h)	149	683	215	212	673	160	198	1003	233	180	1292	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	742	234	230	732	174	215	1090	253	196	1404	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	908	405	287	809	192	256	1743	541	283	1712	531
Arrive On Green	0.08	0.26	0.26	0.11	0.28	0.28	0.10	0.34	0.34	0.09	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	1781	2848	677	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	162	742	234	230	457	449	215	1090	253	196	1404	178
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1749	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	7.9	23.6	15.5	11.3	29.7	29.7	9.4	21.5	15.0	8.6	30.2	10.1
Cycle Q Clear(g_c), s	7.9	23.6	15.5	11.3	29.7	29.7	9.4	21.5	15.0	8.6	30.2	10.1
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	908	405	287	505	497	256	1743	541	283	1712	531
V/C Ratio(X)	0.70	0.82	0.58	0.80	0.90	0.90	0.84	0.63	0.47	0.69	0.82	0.33
Avail Cap(c_a), veh/h	281	1300	580	287	647	637	280	1743	541	319	1712	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	42.0	39.0	31.3	41.4	41.4	28.3	33.1	31.0	25.9	36.6	29.9
Incr Delay (d2), s/veh	4.0	1.8	0.5	13.9	12.1	12.3	16.9	1.7	2.9	4.0	4.5	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	15.6	9.9	9.8	20.5	20.3	8.8	13.9	10.1	6.9	18.9	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.5	43.9	39.5	45.2	53.5	53.7	45.2	34.8	33.9	29.9	41.1	31.6
LnGrp LOS	D	D	D	D	D	D	D	C	C	C	D	C
Approach Vol, veh/h		1138			1136			1558			1778	
Approach Delay, s/veh		41.9			51.9			36.1			38.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	47.5	18.9	37.4	16.9	46.7	15.5	40.9
Change Period (Y+Rc), s	5.6	* 6.5	5.9	* 6.8	5.5	6.5	5.5	6.8
Max Green Setting (Gmax), s	13.0	* 26	13.0	* 44	13.0	25.6	13.4	43.7
Max Q Clear Time (g_c+I1), s	10.6	23.5	13.3	25.6	11.4	32.2	9.9	31.7
Green Ext Time (p_c), s	0.1	1.2	0.0	2.7	0.0	0.0	0.1	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	41.4
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	20	2	1	34	6	3	0	3	21	0	4
Future Volume (vph)	2	20	2	1	34	6	3	0	3	21	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.979			0.932			0.980	
Flt Protected		0.996			0.999			0.976			0.959	
Satd. Flow (prot)	0	1837	0	0	1822	0	0	1694	0	0	1751	0
Flt Permitted		0.996			0.999			0.976			0.959	
Satd. Flow (perm)	0	1837	0	0	1822	0	0	1694	0	0	1751	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		399			367			514			491	
Travel Time (s)		13.6			12.5			17.5			16.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	22	2	1	37	7	3	0	3	23	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	45	0	0	6	0	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	20	2	1	34	6	3	0	3	21	0	4
Future Vol, veh/h	2	20	2	1	34	6	3	0	3	21	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	22	2	1	37	7	3	0	3	23	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	43	0	0	24	0	0	66	73	23	68	71	40
Stage 1	-	-	-	-	-	-	27	27	-	42	42	-
Stage 2	-	-	-	-	-	-	39	46	-	26	28	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1565	-	-	1591	-	-	927	818	1054	924	820	1031
Stage 1	-	-	-	-	-	-	990	873	-	972	860	-
Stage 2	-	-	-	-	-	-	976	857	-	991	872	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1565	-	-	1591	-	-	921	816	1054	919	818	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	921	816	-	919	818	-
Stage 1	-	-	-	-	-	-	989	871	-	971	859	-
Stage 2	-	-	-	-	-	-	971	856	-	987	870	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.61	0.18	8.69	8.96
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	983	147	-	-	43	-	-	935
HCM Lane V/C Ratio	0.007	0.001	-	-	0.001	-	-	0.029
HCM Ctrl Dly (s/v)	8.7	7.3	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	33	18	5	14	8	6
Future Volume (vph)	33	18	5	14	8	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.941	
Flt Protected				0.988	0.973	
Satd. Flow (prot)	1773	0	0	1840	1706	0
Flt Permitted				0.988	0.973	
Satd. Flow (perm)	1773	0	0	1840	1706	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	429			774	213	
Travel Time (s)	14.6			26.4	7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	20	5	15	9	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	0	20	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.1%		ICU Level of Service A	
Analysis Period (min) 15			

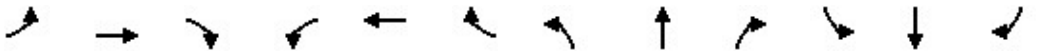
Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	18	5	14	8	6
Future Vol, veh/h	33	18	5	14	8	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	20	5	15	9	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	55	0	72	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1549	-	932	1024
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1549	-	929	1024
Mov Cap-2 Maneuver	-	-	-	-	929	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	996	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.93	8.78
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	967	-	-	474	-
HCM Lane V/C Ratio	0.016	-	-	0.004	-
HCM Ctrl Dly (s/v)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	31	13	4	31	4	10	14	3	12	36	1
Future Volume (vph)	6	31	13	4	31	4	10	14	3	12	36	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.987			0.986			0.997	
Flt Protected		0.994			0.995			0.981			0.988	
Satd. Flow (prot)	0	1789	0	0	1829	0	0	1802	0	0	1835	0
Flt Permitted		0.994			0.995			0.981			0.988	
Satd. Flow (perm)	0	1789	0	0	1829	0	0	1802	0	0	1835	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		367			761			546			1000	
Travel Time (s)		12.5			25.9			18.6			34.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	34	14	4	34	4	11	15	3	13	39	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	0	42	0	0	29	0	0	53	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	31	13	4	31	4	10	14	3	12	36	1
Future Vol, veh/h	6	31	13	4	31	4	10	14	3	12	36	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	34	14	4	34	4	11	15	3	13	39	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.3	7.4	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	12%	10%	24%
Vol Thru, %	52%	62%	79%	73%
Vol Right, %	11%	26%	10%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	50	39	49
LT Vol	10	6	4	12
Through Vol	14	31	31	36
RT Vol	3	13	4	1
Lane Flow Rate	29	54	42	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.06	0.048	0.062
Departure Headway (Hd)	4.15	3.977	4.077	4.161
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	856	894	872	856
Service Time	2.206	2.031	2.132	2.211
HCM Lane V/C Ratio	0.034	0.06	0.048	0.062
HCM Control Delay, s/veh	7.4	7.3	7.3	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.2



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	23	10	142	186	13
Future Volume (vph)	13	23	10	142	186	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.913				0.991	
Flt Protected	0.982			0.997		
Satd. Flow (prot)	1670	0	0	1857	1846	0
Flt Permitted	0.982			0.997		
Satd. Flow (perm)	1670	0	0	1857	1846	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	774			1187	306	
Travel Time (s)	26.4			40.5	10.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	25	11	154	202	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	165	216	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	23	10	142	186	13
Future Vol, veh/h	13	23	10	142	186	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	25	11	154	202	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	385	209	216	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	618	831	1353	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	612	831	1353	-	-	-
Mov Cap-2 Maneuver	612	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	854	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.17	0.51	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	118	-	736	-	-
HCM Lane V/C Ratio	0.008	-	0.053	-	-
HCM Ctrl Dly (s/v)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	33	9	143	171	10
Future Volume (vph)	11	33	9	143	171	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.992	
Flt Protected	0.988			0.997		
Satd. Flow (prot)	1655	0	0	1857	1848	0
Flt Permitted	0.988			0.997		
Satd. Flow (perm)	1655	0	0	1857	1848	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	761			266	1187	
Travel Time (s)	17.3			6.0	27.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	36	10	155	186	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	0	165	197	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	33	9	143	171	10
Future Vol, veh/h	11	33	9	143	171	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	36	10	155	186	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	366	191	197	0	-	0
Stage 1	191	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	633	850	1376	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	629	850	1376	-	-	-
Mov Cap-2 Maneuver	629	-	-	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	855	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.91	0.45	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	107	-	781	-	-
HCM Lane V/C Ratio	0.007	-	0.061	-	-
HCM Ctrl Dly (s/v)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	13	1315	16	0	1600
Future Volume (vph)	0	13	1315	16	0	1600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.998			
Flt Protected						
Satd. Flow (prot)	0	1611	5075	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5075	0	0	5085
Link Speed (mph)	20		35			35
Link Distance (ft)	532		470			346
Travel Time (s)	18.1		9.2			6.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	14	1429	17	0	1739
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	14	1446	0	0	1739
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	13	1315	16	0	1600
Future Vol, veh/h	0	13	1315	16	0	1600
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	1429	17	0	1739

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	723	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	316	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	316	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.92	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	316	-
HCM Lane V/C Ratio	-	-	0.045	-
HCM Ctrl Dly (s/v)	-	-	16.9	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	47	11	0	22	0	3
Future Volume (vph)	47	11	0	22	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974					0.865
Flt Protected						
Satd. Flow (prot)	1814	0	0	1863	0	1611
Flt Permitted						
Satd. Flow (perm)	1814	0	0	1863	0	1611
Link Speed (mph)	20			20	20	
Link Distance (ft)	333			429	296	
Travel Time (s)	11.4			14.6	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	12	0	24	0	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	0	24	0	3
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	11	0	22	0	3
Future Vol, veh/h	47	11	0	22	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	12	0	24	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	57
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	1009
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	1009
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.58
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	1009	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Ctrl Dly (s/v)	8.6	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	0	0	0	0	0
Future Volume (vph)	6	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1863	0	0	1863
Link Speed (mph)	20		20			20
Link Distance (ft)	160		491			65
Travel Time (s)	5.5		16.7			2.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	0	0	0	0	0
Future Vol, veh/h	6	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v		0	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	-	0	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	28	0	14	21	2
Future Volume (vph)	0	28	0	14	21	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.989	
Flt Protected						
Satd. Flow (prot)	1611	0	0	1863	1842	0
Flt Permitted						
Satd. Flow (perm)	1611	0	0	1863	1842	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	391			1000	213	
Travel Time (s)	13.3			34.1	7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	30	0	15	23	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	15	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	28	0	14	21	2
Future Vol, veh/h	0	28	0	14	21	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	0	15	23	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	39	24	25	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	973	1053	1589	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	973	1053	1589	-	-	-
Mov Cap-2 Maneuver	973	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.52	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1589	-	1053	-	-
HCM Lane V/C Ratio	-	-	0.029	-	-
HCM Ctrl Dly (s/v)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

GENERAL LANDSCAPE NOTES

1. CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS PRIOR TO INITIATING CONSTRUCTION ACTIVITES, INFORMATION INCLUDING, BUT NOT LIMITED TO STREET GRADES, UTILITIES, PROPERTY LINES, LIMITS OF ROADWAYS, CURBS AND GUTTERS TAKEN FROM THE SURVEY OR CIVIL ENGINEERS DRAWINGS.
2. CONTRACTOR SHALL NOTIFY ALL NECESSARY UTILITY COMPANIES 48 HOURS MINIMUM PRIOR TO DIGGING FOR VERIFICATION OF ALL UNDERGROUND UTILITIES, IRRIGATION AND ALL OTHER OBSTRUCTIONS AND COORDINATE WITH OWNER'S REPRESENTATIVE PRIOR TO INITIATING OPERATIONS. DRAWINGS ARE PREPARED ACCORDING TO THE BEST INFORMATION VAILABLE AT THE TIME OF PREPARING THESE DOCUMENTS.
3. CONTRACTOR SHALL LOCATE UTILITIES MARK, PROTECT AND MAINTAIN LOCATIONS DURING ALL PHASES OF WORK. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE AND REPAIR OF UTILITY LINES/STRUCTURES AND INJURIES THEREFROM. CONTRACTOR SHALL NOTIFY OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES BEFORE STARTING ANY WORK.RUSSELL + MILLS STUDIOS IS NOT RESPONSIBLE FOR THE LOCATION OF UNDERGROUND UTILITIES OR STRUCTURES, WHETHER OR NOT SHOWN, OR DETAILED AND INSTALLED BY ANY OTHER CONTRACT. RESTORATION OF UTILITIES DAMAGED BY THE CONTRACTOR SHALL BE AT THE CONTRACTORS EXPENSE TO THE OWNER'S SATISFACTION.
4. CONTRACTOR IS TO REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION. ANYTHING MENTIONED IN THE TECHNICAL SPECIFICATIONS AND NOT SHOWN ON THE DRAWINGS, OR SHOWN ON THE DRAWINGS AND NOT MENTIONED IN THE TECHNICAL SPECIFICATIONS SHALL BE OF LIKE EFFECT AS IF SHOWN ON, OR MENTIONED IN BOTH. IN CASE OF DISCREPANCY IN DRAWINGS OR TECHNICAL SPECIFICATIONS, THE MATTER SHALL BE IMMEDIATELY SUBMITTED TO RUSSELL+MILLS STUDIOS.; WITHOUT RUSSELL+MILLS STUDIOS DECISION, SAID DISCREPANCY SHALL NOT BE ADJUSTED BY THE CONTRACTOR.
5. CONTRACTOR SHALL THOROUGHLY REVIEW THE SITE CONDITIONS, DRAWINGS, AND TECHNICAL SPECIFICATIONS PRIOR TO BIDDING AND CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO COMPLETE THE WORK OF THIS PROJECT IN ACCORDANCE WITH THESE DRAWINGS. ANY INCONSISTENCIES SHALL BE REPORTED TO THE OWNER AND RUSSELL+MILLS STUDIOS BEFORE COMMENCING WITH ANY WORK. PROVIDE WRITTEN NOTIFICATION OF ALL DISCREPANCIES BETWEEN EXISTING AND PROPOSED SITE IMPROVEMENTS.
6. PERMITS TO BE OBTAINED BY CONTRACTOR BEFORE WORK BEGINS. CONTRACTOR IS RESPONSIBLE FOR LICENSING AND BONDS REQUIRED BY THE COUNTY, OR BY THE STATE OF THE PROPOSED WORK.
7. ALL WORKS SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST ADOPTED EDITION OF THE UNIFORM BUILDING CODE AND ALL OTHER APPLICABLE LOCAL AND STATE CODES, ORDINANCES AND REGULATIONS
8. CONTRACTOR SHALL PROVIDE ALL NECESSARY SAFETY MEASURES DURING DEMOLITION OPERATIONS TO PROTECT THE PUBLIC ACCORDING TO ALL APPLICABLE CODES AND RECOGNIZED LOCAL PRACTICES.
9. CONTRACTOR SHALL COORDINATE ALL WORK WITH RELATED CONTRACTORS AND WITH THE GENERAL CONSTRUCTION OF THE PROJECT IN ORDER NOT TO IMPEDE THE PROGRESS OF THE WORK OF OTHERS OR THE CONTRACTOR'S OWN WORK. CONTRACTOR SHALL ALSO COORDINATE ACCESS AND STAGING AREA WITH THE OWNER'S REPRESENTATIVE.
10. CONTRACTOR SHALL LAYOUT ALL CONSTRUCTION LINES AND VERIFY WITH OWNER'S REPRESENTATIVE PRIOR TO BEGINNING OF ANY CONSTRUCTION OPERATIONS.
11. REFERENCES TO NORTH REFERS TO TRUE NORTH UNLESS OTHERWISE INDICATED ON DRAWINGS. REFERENCES TO SCALE IS FOR FULL SIZED DRAWINGS ONLY, DO NOT SCALE FROM DRAWINGS.
12. TAKE ALL DIMENSIONS FROM BACK OF CURB, FACE OF WALL OR BUILDING, AND CENTERLINE OF TREES UNLESS OTHERWISE INDICATED ON DRAWINGS. ALL DIMENSIONS CALLED OUT AS 'EQUAL' ARE EQUIDISTANT MEASUREMENTS. ALL DIMENSIONS ARE PERPENDICULAR TO ANY REFERENCE LINE, FACE OF BUILDING, FACE OF WALL, CENTERLINE, OR BACK OF CURB. ALL ANGLES ARE TO BE 90 DEGREES UNLESS OTHERWISE INDICATED ON DRAWINGS. MAINTAIN HORIZONTAL ALIGNMENT OF ADJACENT ELEMENTS AS INDICATED ON DRAWINGS.
13. ALL DIMENSIONS DERIVED FROM SURVEY AND ORIGINAL SITE CONSTRUCTION DOCUMENTS. CONTRACTOR SHALL VERIFY ALL DIMENSIONS NECESSARY TO ASSURE FOR THE ACCURATE COMPLETION OF THE PROJECT PRIOR TO INITIATING WORK. WRITTEN DIMENSIONS SUPERCEDE SCALED DIMENSIONS. DO NOT SCALE DRAWINGS, IF THERE IS A QUESTION OR DISCREPANCY REGARDING DIMENSIONS, CONTACT THE OWNER'S REPRESENTATIVE FOR VERIFICATION.
14. CONTRACTOR SHALL REFER TO ALL PAVEMENT, WALLS AND SITE FURNISHING PLANS, THE PROJECT MANUAL, AND SPECIFICATIONS FOR FURTHER AND COMPLETE INFORMATION.
15. SEE PAVEMENT DETAILS FOR ALL CONCRETE EXPANSION JOINTS AND CONTROL/CONTRACTION JOINT DETAILS. PROVIDE EXPANSION JOINTS A MAXIMUM DISTANCE OF 30 FEET APART AND AT ALL INTERSECTIONS, WHERE NEW CONCRETE ABUTS EXISTING CONCRETE PAVING, BUILDINGS, CURBS AND WALLS UNLESS OTHERWISE NOTED.PROVIDE CONTROL JOINTS EVENLY SPACED BETWEEN EXPANSION JOINTS AS SHOWN ON DRAWINGS.
16. ALL CONCRETE SLABS FOR VEHICULAR USE, RETAINING WALLS, AND FOOTINGS/FOUNDATIONS SHALL BE CONSTRUCTED PER STRUCTURAL ENGINEER'S DRAWINGS.
17. SEE GRADING PLANS FOR PAVEMENT ELEVATIONS. MATCH GRADES WITH EXISTING CONDITIONS AND FLUSH CONDITIONS WITH ADJACENT EXISTING CONCRETE PAVEMENT TO REMAIN.
18. LIMITS OF CONSTRUCTION ARE NOTED ON THE DRAWINGS UNLESS OTHERWISE NOTED.
19. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL/PROTECTION BY LOCALLY APPROVED MEANS. CONTRACTOR SHALL ADHERE TO ALL GOVERNING CODES AND ORDINANCES.
20. CONTRACTOR SHALL CLEAN THE WORK AREAS AT THE END OF EACH WORKING DAY. CONTRACTOR IS RESPONSIBLE FOR KEEPING STREETS AND SIDEWALKS ADJACENT TO THE PROJECT FREE OF MUD AND DEBRIS FROM THE CONSTRUCTION AT ALL TIMES. ALL MATERIALS, PRODUCTS AND EQUIPMENT SHALL BE STORED IN AN ORGANIZED FASHION AS DIRECTED BY THE OWNER'S REPRESENTATIVE.

SHOP DRAWINGS, SAMPLES & MOCK-UPS

DESCRIPTION	SHOP DRAWING/ CUT SHEETS	SAMPLES	MOCK-UPS (IN PLACE)	PHOTOS	FIELD SELECT
CONCRETE MIXES, FINISHES & COLORS		X	X		
EXPANSION JOINT COLORS	X	X			
LANDSCAPE WOOD MULCHING				X	
LANDSCAPE GRAVEL MULCHING				X	
DECIDUOUS , EVERGREEN & ORNAMENTAL TREES					X

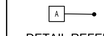
ABBREVIATIONS

AGG	AGGREGATE	ID	INSIDE DIAMETER
ALUM	ALUMINUM	INV	INVERT
AD	AREA DRAIN	JT	JOINT
BT	BASE OF TREE	LARCH	LANDSCAPE ARCHITECT
BS	BOTTOM OF STEP	LP	LOW POINT
BW	BOTTOM OF WALL	MH	MANHOLE
BLDG	BUILDING	MAX	MAXIMUM
CL	CENTER LINE	MIN	MINIMUM
CO	CLEAN OUT	NTS	NOT TO SCALE
CLR	CLEAR	OC	ON CENTER
CONC	CONCRETE	OD	OUTSIDE DIAMETER
CMU	CONCRETE MASONRY UNIT	PA	PLANTING AREA
CJ	CONSTRUCTION JOINT	PC	POINT OF CURVATURE
DTL	DETAIL	PI	POINT OF INTERSECTION
DIA	DIAMETER	PT	POINT OF TANGENCY
DIM	DIMENSION	PVC	POLY VINYL CHLORIDE
EQ	EQUAL	PL	PROPERTY LINE
EX	EXISTING	SD	STORM DRAIN
EJ	EXPANSION JOINT	TC	TOP OF CURB
FW	FACE OF WALL	TS	TOP OF STEP
FIN	FINISH	TW	TOP OF WALL
FFE	FINISHED FLOOR ELEVATION	TYP	TYPICAL
FG	FINISHED GRADE	W/	WITH
FS	FINISHED SURFACE	W/O	WITHOUT
FLR	FLOOR	REINF	REINFORCE
FL	FLOW LINE	REQ	REQUIRED
GB	GRADE BREAK	REV	REVISED
HDPE	HIGH DENSITY POLYETHYLENE	ROW	RIGHT OF WAY
HP	HIGH POINT		

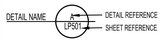
SYMBOLS

KEYNOTE

MATERIAL REFERENCE



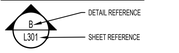
DETAIL REFERENCE



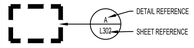
SECTIONS REFERENCE



ELEVATION REFERENCE



ENLARGEMENT



SECTIONS REFERENCE



SHEET INDEX

SHEET NUMBER	SHEET NAME	DID 1	DID 2	Early Release Submittal	CD 1	CD 2
SUBMITTAL DATE		7/ 21 / 2023	2/11/ 2026	3/09/ 2026	5/01/2026	
GENERAL						
L-001	GENERAL LANDSCAPE NOTES & SCHEDULES		X	X	X	
L-002	TREE INVENTORY AND MITIGATION PLAN				X	
LANDSCAPE SITE PLAN						
L-100	HARSCAPE AND LAYOUT PLAN	X	X	X	X	
L-101	HARDSCAPE AND LAYOUT ENLARGEMENT PLAN - ENTRY PLAZA	X	X	X	X	
PLANTING PLANS						
L-400	LANDSCAPE PLANT SCHEDULE & PLANTING NOTES		X	X	X	
L-401	LANDSCAPE PLANTING PLAN		X	X	X	
L-402	LANDSCAPE ENLARGEMENT PLANTING PLAN- ENTRY PLAZA		X	X	X	
SITE DETAILS						
L-501	SITE DETAILS		X	X	X	
L-502	SITE DETAILS			X	X	
L-503	SITE DETAILS			X	X	
L-504	SITE DETAILS			X	X	
L-505	SITE DETAILS				X	
L-506	PLANTING DETAILS			X	X	
IRRIGATION PLANS						
IR-101	IRRIGATION PLANS			X	X	
IR-102	IRRIGATION PLANS			X	X	
IR-103	IRRIGATION PLANS			X	X	
IR-104	IRRIGATION PLANS			X	X	
IR-105	IRRIGATION PLANS			X	X	
IR-201	IRRIGATION DETAILS			X	X	
IR-202	IRRIGATION DETAILS			X	X	

SITE DATA SUMMARY

TOTAL AREA OF SITE: 354,740 SF

TOTAL AREA OF SITE IN LANDSCAPED AREAS: 70,360 SF
TOTAL PERCENTAGE OF SITE IN LANDSCAPED AREAS- 19.83% LANDSCAPED AREA

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SITE LEGEND:

- PROPERTY LINE
- LIMIT OF WORK
- EXPANSION JOINTS
- CONTROL JOINTS
- LANDSCAPE EDGING

PAVING

- CONCRETE PAVING TYP 1 COLOR: STANDARD GRAY
- CONCRETE PAVING TYP 2 COLOR: DAVIS COLORS SANTA FE
- CRUSHER FINES PAVING

WALLS, CURBS, AND STEPS

- CONCRETE SEATWALL
- CONCRETE MOWBAND
- 8' PRIVACY FENCE
- 4' PRIVACY FENCE
- UTILITY YARD FENCE

FURNISHINGS

- BIKE RACKS
- BOLLARDS

PLANTING AREA

PA PLANTING AREA

	3" DEPTH SHREDDED CEDAR BARK MULCH, NO- WEED BARRIER FABRIC	38,450 SF
	COBBLE MULCH, ON WEED BARRIER FABRIC	17,228 SF
	NATIVE LOW GROW MIX/ WILDFLOWER SEED MIX	4,549 SF
	WETLAND SEED MIX	10,133 SF

REFERENCE SCHEDULE

KEY	DESCRIPTION	DETAIL
PAVING , RAMPS AND JOINTING		
1.1	CONCRETE PAVING	A / L501
1.2	TYPICAL CONSTRUCTION JOINTS	B / L501
1.3	CRUSHER FINES PAVING	C / L501
SITE WALLS, STEPS, CURBS & EDGING		
2.1	CAST IN PLACE CONCRETE SEAT WALL	D / L501
2.2	BRICK GARDEN WALL WITH SANDSTONE CAP	E / L501
2.3	PATIO WALL VISITORS	A / L502
2.4	PATIO WALL STAFF	B / L502
2.5	STEEL EDGING W/ ROLLED TOP	F / L501
RAILINGS, BARRIERS AND FENCING		
3.1	TRASH ENCLOSURE	C / L503
3.2	UTILITY YARD FENCE	C / L504
3.3	UTILITY YARD GATE, TYPE 1	A / L504
3.4	UTILITY YARD GATE, TYPE 2	B / L504
3.4	PRIVACY FENCE	D / L504
SITE FEATURES		
4.1	MONUMENT SIGN, TYPE 1	A / L503
4.2	MONUMENT SIGN, TYPE 2	B / L503
4.3	FLAGPOLE	C / L503
SITE FURNISHINGS		
5.1	BIKE RACKS	F / L504
5.2	BENCH	A / L505
5.3	BOLLARD	E / L504
SITE ELECTRICAL AND LIGHTING		
6.1	SITE LIGHT POLE BASE	RE: ELECTRIC AL
PLANTING & LANDSCAPE		
PA	PLANTING AREA	

CD #1

Number	Description	Date

MOLASKY DEVELOPMENT

DEVELOPERS:
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:
Layton Construction
9090 S Sandy Parkway
Sandy, UT 84070
Telephone: +1 801 568 9090
https://www.laytonconstruction.com

Stamp: STATE OF UTAH — BRETT ANDERSON — No. 6375834 — LICENSED LANDSCAPE ARCHITECT

ARCHITECT: PERKINS EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS: walter p moore · IMEG · ATWELL · RVi · SES SPECIALIZED ENGINEERING SOLUTIONS

Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: **GENERAL LANDSCAPE NOTES & SCHEDULES**

Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)

Location: SOUTH SALT LAKE CITY, UT Scale:

Date: 5/1/2026 | Checked: NS | Drawn: RPG

Project Number: 36C10F24L0010

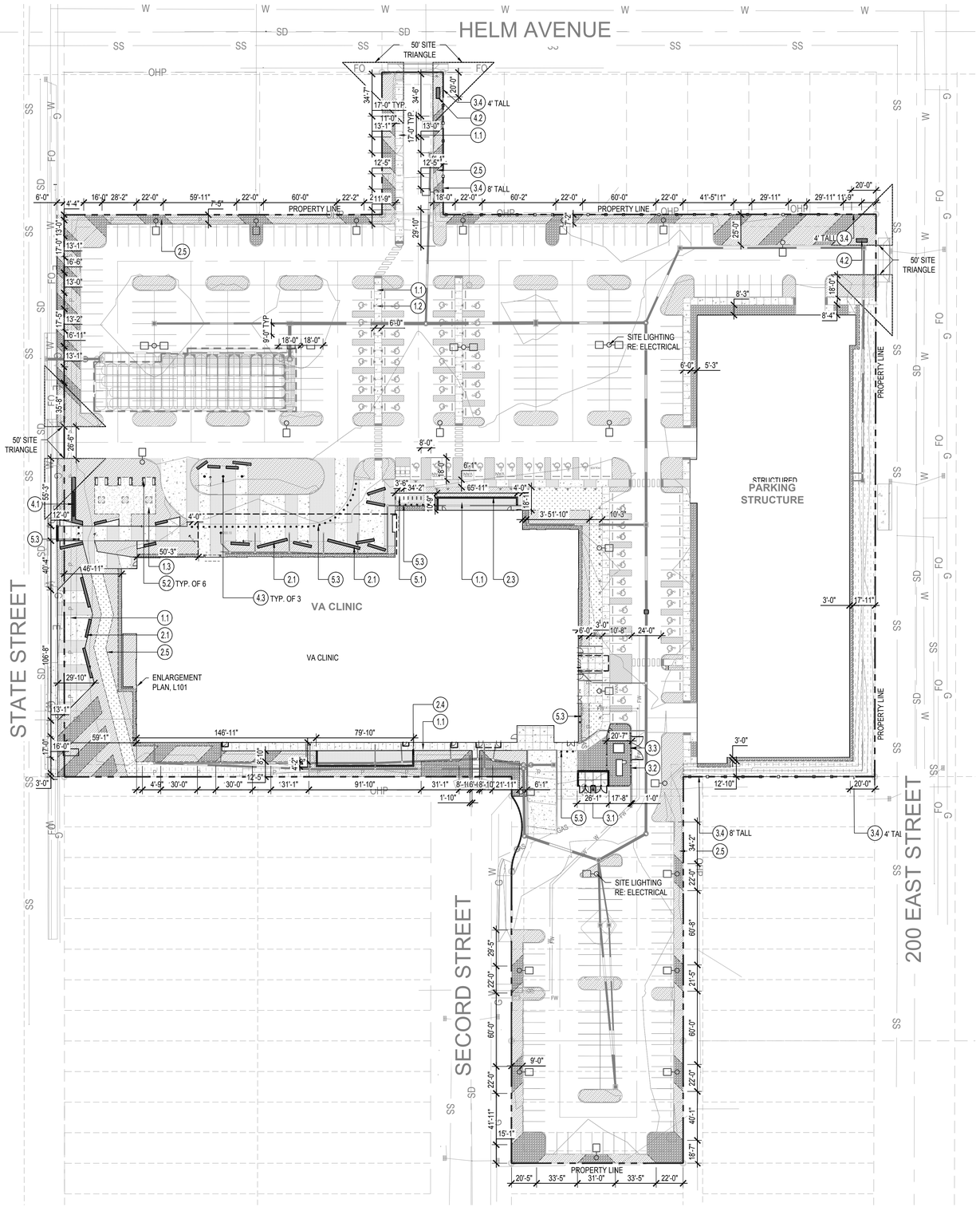
Building Number:

Drawing Number: **L-001**

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Volume: of

File Path
01 January, 2000



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6.1	SITE LIGHT POLE BASE	RE: ELECTRICAL
PLANTING & LANDSCAPE		
PA	PLANTING AREA	

40' 0 20' 40' 80'

N

CD #1

Number	Description	Date

MOLASKY DEVELOPMENT

DEVELOPERS:
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:
Layton Construction
9090 S Sandy Parkway
Sandy, UT 84070
Telephone: +1 801 568 9090
https://www.laytonconstruction.com

Stamp: STATE OF UTAH — BRETT ANDERSON — No. 6375834 — LICENSED LANDSCAPE ARCHITECT

ARCHITECT: PERKINS EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS: walter p moore; IMEG; ATWELL; RVi; SES Specialized Engineering Solutions

Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: **LANDSCAPE HARDSCAPE AND LAYOUT PLAN**

Approved: Project Director

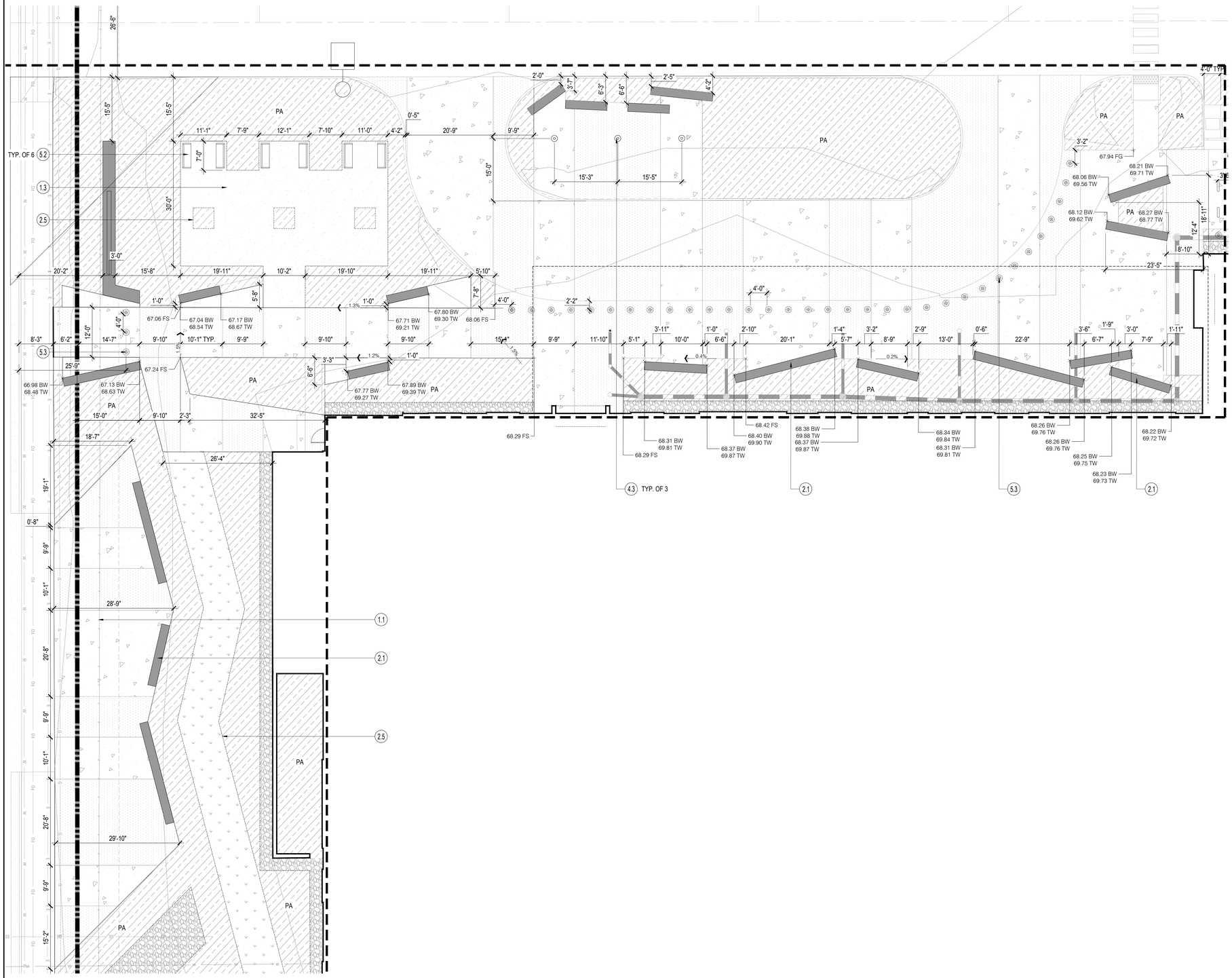
Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)

Location: SOUTH SALT LAKE CITY, UT Scale: 1" = 40'-0"

Date: 5/1/2026 | Checked: NS | Drawn: RPG

Project Number: 36C10F24L0010
Building Number:
Drawing Number: **L-100**
Dwg of
Volume: of

File Path
01 January, 2000



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3.4	PRIVACY FENCE	D / L504
SITE FEATURES		
4.1	MONUMENT SIGN, TYPE 1	A / L503
4.2	MONUMENT SIGN, TYPE 2	B / L503
4.3	FLAGPOLE	C / L503
SITE FURNISHINGS		
5.1	BIKE RACKS	F / L504
5.2	BENCH	A / L505
5.3	BOLLARD	E / L504
SITE ELECTRICAL AND LIGHTING		
6.1	SITE LIGHT POLE BASE	RE: ELECTRICAL
PLANTING & LANDSCAPE		
PA	PLANTING AREA	

10' 0 5' 10' 20'

N

CD #1

Number	Description	Date

MOLASKY DEVELOPMENT

DEVELOPERS:
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:
Layton Construction
9090 S Sandy Parkway
Sandy, UT 84070
Telephone: +1 801 568 9090
https://www.laytonconstruction.com

Stamp: STATE OF UTAH — BRETT ANDERSON — No. 6375834 — LICENSED LANDSCAPE ARCHITECT

ARCHITECT: PERKINS EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS: walter p moore · IMEG · ATWELL · RVi · SES SPECIALIZED ENGINEERING SOLUTIONS

Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: **LANDSCAPE HARDSCAPE AND LAYOUT ENLARGEMENT PLAN**

Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)

Location: SOUTH SALT LAKE CITY, UT Scale: 1" = 10'-0"

Date: 5/1/2026 | Checked: NS | Drawn: RPG

Project Number: 36C10F24L0010

Building Number:

Drawing Number: **L-101**

Dwg of

Volume: of

File Path
01 January, 2000

GENERAL LANDSCAPE NOTES:

1. PLANT QUALITY: ALL PLANT MATERIAL SHALL BE A-GRADE OR NO. 1 GRADE – FREE OF ANY DEFECTS, OF NORMAL HEALTH, HEIGHT, LEAF DENSITY AND SPREAD APPROPRIATE TO THE SPECIES AS DEFINED BY THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN) STANDARDS. ALL TREES SHALL BE BALL AND BURLAP OR EQUIVALENT.
2. IRRIGATION: ALL LANDSCAPE AREAS WITHIN THE SITE INCLUDING TURF, SHRUB BEDS AND TREE AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM. THE IRRIGATION PLAN MUST BE REVIEWED AND APPROVED BY THE CHERRY HILLS VILLAGE PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. ALL TURF AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC POP-UP IRRIGATION SYSTEM. ALL SHRUB BEDS AND TREES, INCLUDING IN NATIVE SEED AREAS, SHALL BE IRRIGATED WITH AN AUTOMATIC DRIP (TRICKLE) IRRIGATION SYSTEM. OR WITH AN ACCEPTABLE ALTERNATIVE APPROVED BY THE CITY WITH THE IRRIGATION PLANS. THE IRRIGATION SYSTEM SHALL BE ADJUSTED TO MEET THE WATER REQUIREMENTS OF THE INDIVIDUAL PLANT MATERIAL. IRRIGATION SYSTEMS TO BE TURNED OVER TO THE CITY PARKS DEPARTMENT FOR MAINTENANCE MUST BE APPROVED BY THE PARKS MANAGER AND MEET PARKS IRRIGATION STANDARDS. DESIGN REVIEW SHALL OCCUR DURING UTILITIES DEPARTMENT IRRIGATION REVIEW PRIOR TO THE ISSUANCE OF A BUILDING PERMIT AND CONSTRUCTION OBSERVATION AND INSPECTION BY PARKS SHALL BE INCORPORATED INTO THE CONSTRUCTION PROCESS.
3. TOPSOIL: TO THE MAXIMUM EXTENT FEASIBLE, TOPSOIL THAT IS REMOVED DURING CONSTRUCTION ACTIVITY SHALL BE CONSERVED FOR LATER USE ON AREAS REQUIRING REVEGETATION AND LANDSCAPING.
4. IMPORTED SOILS SHALL NOT INCLUDE THE FOLLOWING: SOILS DEFINED REGIONALLY BY THE NATURAL RESOURCES CONSERVATION SERVICE WEB SOIL SURVEY (OR LOCAL EQUIVALENT FOR PROJECTS OUTSIDE THE U.S.) AS PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE OR LOCAL IMPORTANCE, SOILS FROM OTHER GREENFIELD SITES, OR SPHAGNUM PEAT MOSS.
5. SOIL AMENDMENTS: SOIL AMENDMENTS SHALL BE PROVIDED AND DOCUMENTED. THE SOIL IN ALL LANDSCAPE AREAS, INCLUDING PARKWAYS AND MEDIANS, SHALL BE THOROUGHLY LOOSENED TO A DEPTH OF NOT LESS THAN EIGHT(8) INCHES AND SOIL AMENDMENT SHALL BE THOROUGHLY INCORPORATED INTO THE SOIL OF ALL LANDSCAPE AREAS TO A DEPTH OF AT LEAST SIX(6) INCHES BY TILLING, DISCING OR OTHER SUITABLE METHOD, AT A RATE OF AT LEAST THREE (3) CUBIC YARDS OF SOIL AMENDMENT PER ONE THOUSAND (1,000) SQUARE FEET OF LANDSCAPE AREA. PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY, A WRITTEN CERTIFICATION MUST BE SUBMITTED TO THE CITY THAT ALL PLANTED AREAS, OR AREAS TO BE PLANTED, HAVE BEEN THOROUGHLY LOOSENED AND THE SOIL AMENDED, CONSISTENT WITH THE REQUIREMENTS SET FORTH IN SECTION 12-132.
6. INSTALLATION AND GUARANTEE: ALL LANDSCAPING SHALL BE INSTALLED ACCORDING TO SOUND HORTICULTURAL PRACTICES IN A MANNER DESIGNED TO ENCOURAGE QUICK ESTABLISHMENT AND HEALTHY GROWTH. ALL LANDSCAPING FOR EACH PHASE MUST BE EITHER INSTALLED OR THE INSTALLATION MUST BE SECURED WITH AN IRREVOCABLE LETTER OF CREDIT, PERFORMANCE BOND, OR ESCROW ACCOUNT FOR 125% OF THE VALUATION OF THE MATERIALS AND LABOR PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR ANY BUILDING IN SUCH PHASE.
7. MAINTENANCE: TREES AND VEGETATION, IRRIGATION SYSTEMS, FENCES, WALLS AND OTHER LANDSCAPE ELEMENTS WITH THESE FINAL PLANS SHALL BE CONSIDERED AS ELEMENTS OF THE PROJECT IN THE SAME MANNER AS PARKING, BUILDING MATERIALS AND OTHER SITE DETAILS. THE APPLICANT, LANDOWNER OR SUCCESSORS IN INTEREST SHALL BE JOINTLY AND SEVERALLY RESPONSIBLE FOR THE REGULAR MAINTENANCE OF ALL LANDSCAPING ELEMENTS IN GOOD CONDITION. ALL LANDSCAPING SHALL BE MAINTAINED FREE FROM DISEASE, PESTS, WEEDS AND LITTER, AND ALL LANDSCAPE STRUCTURES SUCH AS FENCES AND WALLS SHALL BE REPAIRED AND REPLACED PERIODICALLY TO MAINTAIN A STRUCTURALLY SOUND CONDITION.
8. REPLACEMENT: ANY LANDSCAPE ELEMENT THAT DIES, OR IS OTHERWISE REMOVED, SHALL BE PROMPTLY REPLACED IN ACCORDANCE WITH THE REQUIREMENTS OF THESE PLANS.
9. THE FOLLOWING SEPARATIONS SHALL BE PROVIDED BETWEEN TREES/SHRUBS AND UTILITIES:
   - 40 FEET BETWEEN CANOPY TREES AND STREET LIGHTS
   - 15 FEET BETWEEN ORNAMENTAL TREES AND STREETLIGHTS
   - 10 FEET BETWEEN TREES AND PUBLIC WATER, SANITARY AND STORM SEWER MAIN LINES
   - 6 FEET BETWEEN TREES AND PUBLIC WATER, SANITARY AND STORM SEWER SERVICE LINES.
   - 4 FEET BETWEEN SHRUBS AND PUBLIC WATER AND SANITARY AND STORM SEWER LINES
   - 4 FEET BETWEEN TREES AND GAS LINES
10. ALL STREET TREES SHALL BE PLACED A MINIMUM EIGHT (8) FEET AWAY FROM THE EDGES OF DRIVEWAYS.
11. PLACEMENT OF ALL LANDSCAPING SHALL BE IN ACCORDANCE WITH THE SIGHT DISTANCE CRITERIA AS SPECIFIED BY CHERRY HILLS VILLAGE. NO STRUCTURES OR LANDSCAPE ELEMENTS GREATER THAN 24" SHALL BE ALLOWED WITHIN THE SIGHT DISTANCE TRIANGLE OR EASEMENTS WITH THE EXCEPTION OF DECIDUOUS TREES PROVIDED THAT THE LOWEST BRANCH IS AT LEAST 8' FROM GRADE. ANY FENCES WITHIN THE SIGHT DISTANCE TRIANGLE OR EASEMENT MUST BE NOT MORE THAN 42" IN HEIGHT AND OF AN OPEN DESIGN.
12. THE FINAL LANDSCAPE PLAN SHALL BE COORDINATED WITH ALL OTHER FINAL PLAN ELEMENTS SO THAT THE PROPOSED GRADING, STORM DRAINAGE, AND OTHER DEVELOPMENT IMPROVEMENTS DO NOT CONFLICT WITH NOR PRECLUDE INSTALLATION AND MAINTENANCE OF LANDSCAPE ELEMENTS ON THIS PLAN.
13. MINOR CHANGES IN SPECIES AND PLANT LOCATIONS MAY BE MADE DURING CONSTRUCTION -- AS REQUIRED BY SITE CONDITIONS OR PLANT AVAILABILITY. OVERALL QUANTITY, QUALITY, AND DESIGN CONCEPT MUST BE CONSISTENT WITH THE APPROVED PLANS. IN THE EVENT OF CONFLICT WITH THE QUANTITIES INCLUDED IN THE PLANT LIST, SPECIES AND QUANTITIES ILLUSTRATED SHALL BE PROVIDED. ALL CHANGES OF PLANT SPECIES AND LOCATION MUST HAVE WRITTEN APPROVAL BY THE CITY PRIOR TO INSTALLATION.
14. ALL PLANTING BEDS SHALL BE MULCHED TO A MINIMUM DEPTH OF THREE INCHES.

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
DECIDUOUS TREES						
	AB	24	Acer grandidentatum / Bigtooth Maple	B&B	2" CAL	20-25'
	CO	10	Celtis occidentalis / Common Hackberry	B&B	2" CAL	40-60' HT
	GS	22	Gleditsia triacanthos inermis 'Shademaster" / Shademaster Honey Locust	B&B	2" CAL	40-50' HT
	QA	20	Quercus alba / White Oak	B&B	2" CAL	50-80' HT
EVERGREEN TREES						
	JW	15	Juniperus scopulorum 'Woodward' / Woodward Columnar Juniper	B&B	6' HT.	15-20' HT
	PC3	1	Picea pungens / Colorado Spruce	B&B	6' HT.	80-100' HT
ORNAMENTAL TREES						
	AG	20	Acer ginnala / Amur Maple	B&B	2" CAL	15-20' HT

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	O.C
DECIDUOUS SHRUBS					
	CB2	266	Caryopteris x clandonensis 'Blue Mist' / Blue Mist Bluebeard	5 gal.	36" o.c.
	CF	32	Cornus stolonifera 'Farrow' / Arctic Fire® Red Twig Dogwood	5 gal.	48" o.c.
	PP3	269	Prunus besseyi 'P011S' / Pawnee Buttes® Sand Cherry	5 gal.	6` o.c.
	RG2	195	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	5 gal.	6` o.c.
EVERGREEN SHRUBS					
	BA	13	Berberis aquifolium / Oregon Grape	5 gal.	36" o.c.
	JUN BL3	206	Juniperus horizontalis 'Blue Chip' / Blue Chip Creeping Juniper	5 gal.	
ORNAMENTAL GRASS					
	BB	883	Bouteloua gracilis 'Blonde Ambition' / Blonde Ambition Blue Grama	5 gal.	40" o.c.
	HS	321	Helictotrichon sempervirens / Blue Oat Grass	5 gal.	30" o.c.
	PH	367	Pennisetum alopecuroides 'Hameln' / Hameln Fountain Grass	5 gal.	36" o.c.
	SS2	389	Schizachyrium scoparium 'Standing Ovation' / Standing Ovation Little Bluestem	5 gal.	24" o.c.
	SH	405	Sporobolus heterolepis / Prairie Dropseed	5 gal.	30" o.c.
PERENNIAL					
	AU	77	Ajuga pyramidalis / Pyramid Bugleweed	1 gal.	
	HX	78	Heuchera x 'Amber Lady' / Amber Lady Coral Bells	5 gal.	12" O.C.

NATIVE SEED MIXES

TOTAL AREA 4,549 SF.

LOW GROW MIX - Loamy To Clay Soils

Common Name	Scientific Name	Growth Season	Growth Form	% Mix	LB / ACRE (PLS)
Grasses					
Crested Wheatgrass		Cool	Bunch	30	7.5
Perennial Ryegrass		Cool	Sod	25	6.25
Sheep Fescue		Cool	Sod	20	5
Chewing Fescue		Cool	Sod	15	3.75
Forage Bluegrass		Cool	Sod	10	2.5
TOTAL PLS POUNDS / ACRE				100	25

* PLS = Pure Live Seed - If broadcast seeding, double the rate

LOW GROW WILDFLOWER MIX - Loamy To Clay Soils

Common Name	Scientific Name	Growth Season	Growth Form	% Mix	LB / ACRE (PLS)
Wildflower					
Candy Tuft	Iberis umbellate	Cool	Bunch	0.2	0.2
Siberian Wallflower	Cheiranthus allionii	Warm	Sod		0.2
Dwarf Cornflower	centaurea cyanus	Warm	Sod		0.2
California Poppy	Eschscholzia californica	Cool	Sod		0.2
Dwarf Lance-leaved Coreopsis	Coreopsis lanceolata dwarf	Warm	Sod		0.2
Dwarf Spurred Snapdragon	Linaria maroccana				0.2
California Bluebell	Phacelia campanularia				0.2
African Daisy	Dimorphotheca sinuata				0.2
Dwarf Godetia	Clarkia amoena				0.2
Cottage Pinks	Dianthus plumarius				
Tall Sweet Alysum	Lobularia maritima				
Dwarf Evening Primrose	Oenothera missouriensis				
Catchfly	Silene armeria				
Moss Verbena	Verbena tenuisecta				
Dwarf Plains Coreopsis	Coreopsis tinctoria				
Tussocks Bellflower	Campanula carpatica				
Iceland Poppy	Papaver nudicaule				
Johnny Jump-Up	Viola tricolor				
African Stick Daisy	Dimorphotheca sinuata, stick				
TOTAL PLS POUNDS / ACRE				3	3

* PLS = Pure Live Seed - If broadcast seeding, double the rate

TOTAL AREA 10,133 SF.

WETLAND SEED MIX - Loamy To Clay Soils

Common Name	Scientific Name	Growth Season	Growth Form	% Mix	LB / ACRE (PLS)
Grasses					
American Sloughgrass	Beckmannia syzigachne	Cool	Sod	15	0.8
Prairie cordgrass	Spartina pectinata	Warm	Sod	15	4.6
Switchgrass	panicum virgatum	Warm	SodBunch	15	2.3
Western Wheatgrass	pascopyrum smithii	Cool	Sod	10	5.5
Fowl mannagrass	Glyceria striata	Cool	Sod	10	3.3
Hardstem bulrush	Scirpus acutus			10	1.6
Baltic rush	Juncus balticus			10	0.1
Creeping spikerush	Eleocharis palustris			10	1.0
Wildflowers					
Blue Vervain	Verbena hastata			2.5	0.1
Nuttall's Sunflower	Helianthus nuttalli			2.5	0.5
TOTAL PLS POUNDS / ACRE				100	19.8

* PLS = Pure Live Seed - If broadcast seeding, double the rate

SITE DATA SUMMARY

TOTAL AREA OF SITE: 354,740 SF

TOTAL AREA OF SITE IN LANDSCAPED AREAS: 70,360 SF
TOTAL PERCENTAGE OF SITE IN LANDSCAPED AREAS- 19.83% LANDSCAPED AREA

TOTAL AREA OF TURF GRASS (NATIVE SEED): 14,682 SF
TOTAL PERCENTAGE OF SITE IN TURF GRASS (NATIVE SEED): 4.13%

TOTAL AREA OF WATER-EFFICIENT PLANTS- 55,678 SF
TOTAL PERCENTAGE OF SITE IN WATER EFFICIENT PLANTS- 15.70%

CD #1

Number	Description	Date

MOLASKY DEVELOPMENT

DEVELOPERS:
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:
Layton Construction
9090 S Sandy Parkway
Sandy, UT 84070
Telephone: +1 801 568 9090
https://www.laytonconstruction.com

Stamp: STATE OF UTAH — BRETT ANDERSON — No. 6375834 — LICENSED LANDSCAPE ARCHITECT

ARCHITECT:
PERKINS EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS:
walter p moore · IMEG · ATWELL · RVi · SES SPECIALIZED ENGINEERING SOLUTIONS

Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: **LANDSCAPE HARDSCAPE AND LAYOUT PLAN PLANTING NOTES**

Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)

Location: SOUTH SALT LAKE CITY, UT Scale:

Date: 5/1/2026 | Checked: NS | Drawn: RPG

Project Number: 36C10F24L0010

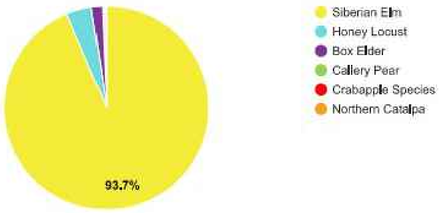
Building Number:

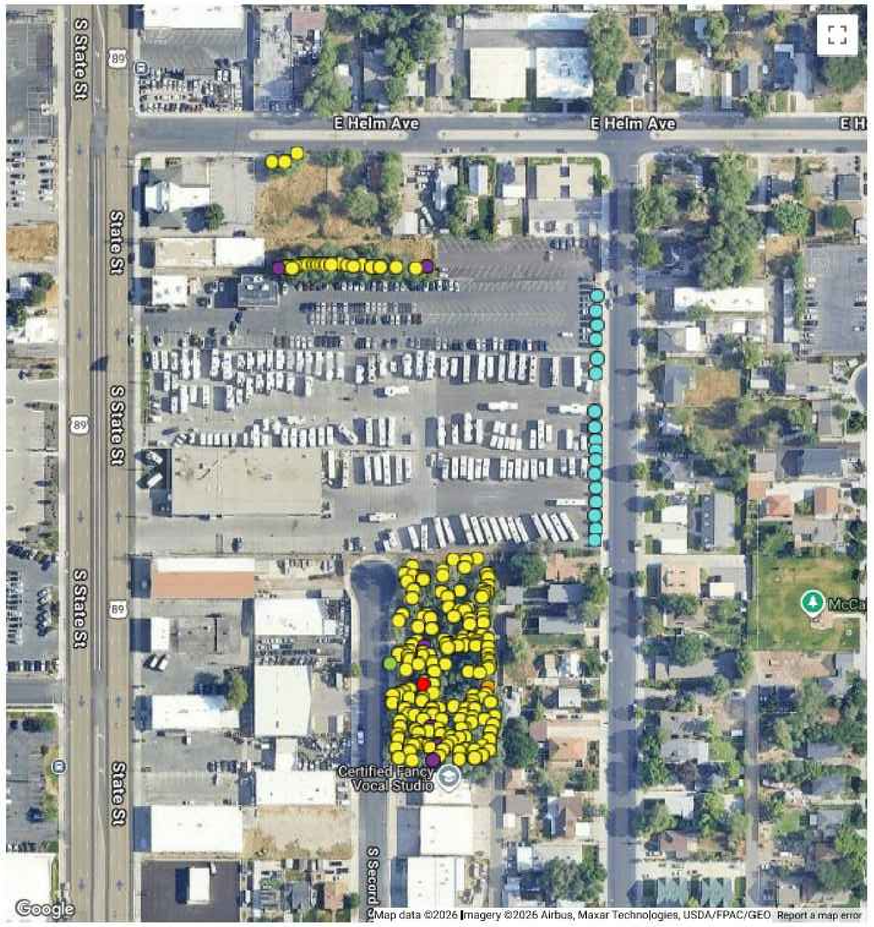
Drawing Number: **L-400**

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Volume: of

File Path
01 January, 2000





ID	Map Date	Last Modified	Qty	Species	Botanical Name	DBH	Health	Location	Invasive / Noxious Status
1	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
2	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
3	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
4	02-25-2026	2/25/2026	4	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
5	02-25-2026	2/25/2026	3	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
6	02-25-2026	2/25/2026	3	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
7	02-25-2026	2/25/2026	2	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
8	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
9	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
10	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
11	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
12	02-25-2026	2/25/2026	1	Callery Pear	Pyrus calleryana	1"-6"	40% - Poor	Parkway Strip	Non-Invasive
13	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
14	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
15	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
16	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
17	02-25-2026	2/25/2026	3	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
18	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
19	02-25-2026	2/25/2026	2	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
20	02-25-2026	2/25/2026	3	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
21	02-25-2026	2/25/2026	6	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
22	02-25-2026	2/25/2026	3	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
23	02-25-2026	2/25/2026	4	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
24	02-25-2026	2/25/2026	10	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
25	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	37"-42"	40% - Poor		Invasive Species (State Identified)
26	02-25-2026	2/25/2026	2	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
27	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	20% - Critical		Invasive Species (State Identified)
28	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
29	02-25-2026	2/25/2026	8	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
30	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
31	02-25-2026	2/25/2026	2	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
32	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
33	02-25-2026	2/25/2026	2	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
34	02-25-2026	2/25/2026	2	Box Elder	Acer negundo	7"-12"	40% - Poor		Non-Invasive
35	02-25-2026	2/25/2026	5	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
36	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
37	02-25-2026	2/25/2026	1	Box Elder	Acer negundo	1"-6"	40% - Poor		Non-Invasive
38	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
39	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
40	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
41	02-25-2026	2/25/2026	5	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
42	02-25-2026	2/25/2026	3	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
43	02-25-2026	2/25/2026	1	Box Elder	Acer negundo	1"-6"	40% - Poor		Non-Invasive
44	02-25-2026	2/25/2026	3	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
45	02-25-2026	2/25/2026	2	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
46	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	20% - Critical		Invasive Species (State Identified)
47	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
48	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
49	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
50	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
51	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
52	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
53	02-25-2026	2/25/2026	2	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
54	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
55	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
56	02-25-2026	2/25/2026	1	Crabapple Species	Malus spp.	1"-6"	40% - Poor		Non-Invasive
57	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	25"-30"	40% - Poor		Invasive Species (State Identified)
58	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
59	02-25-2026	2/25/2026	3	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
60	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
61	02-25-2026	2/25/2026	11	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
62	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
63	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
64	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
65	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
66	02-25-2026	2/25/2026	1	Box Elder	Acer negundo	19"-24"	40% - Poor		Non-Invasive
67	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
68	02-25-2026	2/25/2026	2	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
69	02-25-2026	2/25/2026	3	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
70	02-25-2026	2/25/2026	2	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
71	02-25-2026	2/25/2026	14	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
72	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
73	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
74	02-25-2026	2/25/2026	4	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
75	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	25"-30"	40% - Poor	Near Power Lines	Invasive Species (State Identified)
76	02-25-2026	2/25/2026	4	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
77	02-25-2026	2/25/2026	20	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
78	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
79	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
80	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
81	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
82	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	25"-30"	40% - Poor		Invasive Species (State Identified)
83	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
84	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
85	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
86	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	25"-30"	40% - Poor		Invasive Species (State Identified)
87	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
88	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
89	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
90	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
91	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
92	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	31"-36"	40% - Poor		Invasive Species (State Identified)
93	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
94	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
95	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
96	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
97	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
98	02-25-2026	2/25/2026	1	Northern Catalpa	Catalpa speciosa	19"-24"	40% - Poor		Non-Invasive
99	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
100	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	31"-36"	40% - Poor		Invasive Species (State Identified)
102	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
103	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	25"-30"	40% - Poor		Invasive Species (State Identified)
104	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
105	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	31"-36"	40% - Poor		Invasive Species (State Identified)
106	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
107	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
108	02-25-2026	2/25/2026	2	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
109	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
110	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	31"-36"	40% - Poor		Invasive Species (State Identified)
111	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
112	02-25-2026	2/25/2026	3	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
113	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
114	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
115	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
116	02-25-2026	2/25/2026	13	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
117	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
118	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
119	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
120	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
121	02-25-2026	2/25/2026	3	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
122	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
123	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
124	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
125	02-25-2026	2/25/2026	4	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
126	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
127	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
128	02-25-2026	2/25/2026	5	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
129	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
130	02-25-2026	2/25/2026	4	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
130	02-25-2026	2/25/2026	4	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
131	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
132	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
133	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
134	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
135	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
136	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
137	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
138	02-25-2026	2/25/2026	14	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
139	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
140	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
141	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
142	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
143	02-25-2026	2/25/2026	6	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
144	02-25-2026	2/25/2026	3	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
145	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
146	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
147	02-25-2026	2/25/2026	2	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
148	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
149	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
150	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
151	02-25-2026	2/25/2026	19	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
152	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
153	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
154	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
155	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
156	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
157	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
158	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
159	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
160	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
161	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
162	02-25-2026	2/25/2026	48	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
163	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
164	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
165	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
166	02-25-2026	2/25/2026	1	Box Elder	Acer negundo	7"-12"	40% - Poor		Non-Invasive
167	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	25"-30"	40% - Poor		Invasive Species (State Identified)
168	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
169	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
170	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
171	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
172	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
173	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	25"-30"	40% - Poor		Invasive Species (State Identified)
174	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	1"-6"	40% - Poor		Invasive Species (State Identified)
175	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	25"-30"	40% - Poor		Invasive Species (State Identified)
176	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
177	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
178	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	31"-36"	40% - Poor		Invasive Species (State Identified)
179	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
180	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	7"-12"	40% - Poor		Invasive Species (State Identified)
181	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	25"-30"	40% - Poor		Invasive Species (State Identified)
182	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
183	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
184	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	19"-24"	40% - Poor		Invasive Species (State Identified)
185	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	25"-30"	40% - Poor		Invasive Species (State Identified)
186	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	25"-30"	40% - Poor		Invasive Species (State Identified)
187	02-25-2026	2/25/2026	1	Siberian Elm	Ulmus pumila	13"-18"	40% - Poor		Invasive Species (State Identified)
188	02-25-2026	2/25/2026	1	Box Elder	Acer negundo	13"-18"	40% - Poor		Non-Invasive
189	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
190	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
191	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
192	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
193	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
194	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
195	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
196	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
197	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
198	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
199	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
200	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
201	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
202	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
203	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
204	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive
205	02-25-2026	2/25/2026	1	Honey Locust	Gleditsia triacanthos	1"-6"	40% - Poor		Non-Invasive

INVENTORY SUMMARY

Total trees inventoried: 428
Trees 1"-6" DBH: 282
Trees greater than 6" DBH: 146
Invasive/ noxious trees identified: 401
Non-invasive trees identified: 27

*The site is predominantly composed of state-identified invasive species, with a significant concentration of smaller diameter trees occuring in dense groupings.

MITIGATION REQUIREMENTS

Article III. Landscaping
D. 2. V.Existing trees that are non-invasive and not noxious and that are preserved and incorporated into the Landscape Plan shall be credited towards the minimum number of trees required by this Chapter. Trees must be in healthy condition and free of injury to receive this credit. Any credited tree that is not preserved or is significantly damaged during construction shall be removed or replaced with four (4) trees, each with a minimum caliper of four (4) inches. Tree replacement shall conform to the tree and shrub requirements.

Total non invasive trees identified for mitigation: 27
Total mitigation trees required: 108

Total Trees in Planting Plan: 118

CD #1

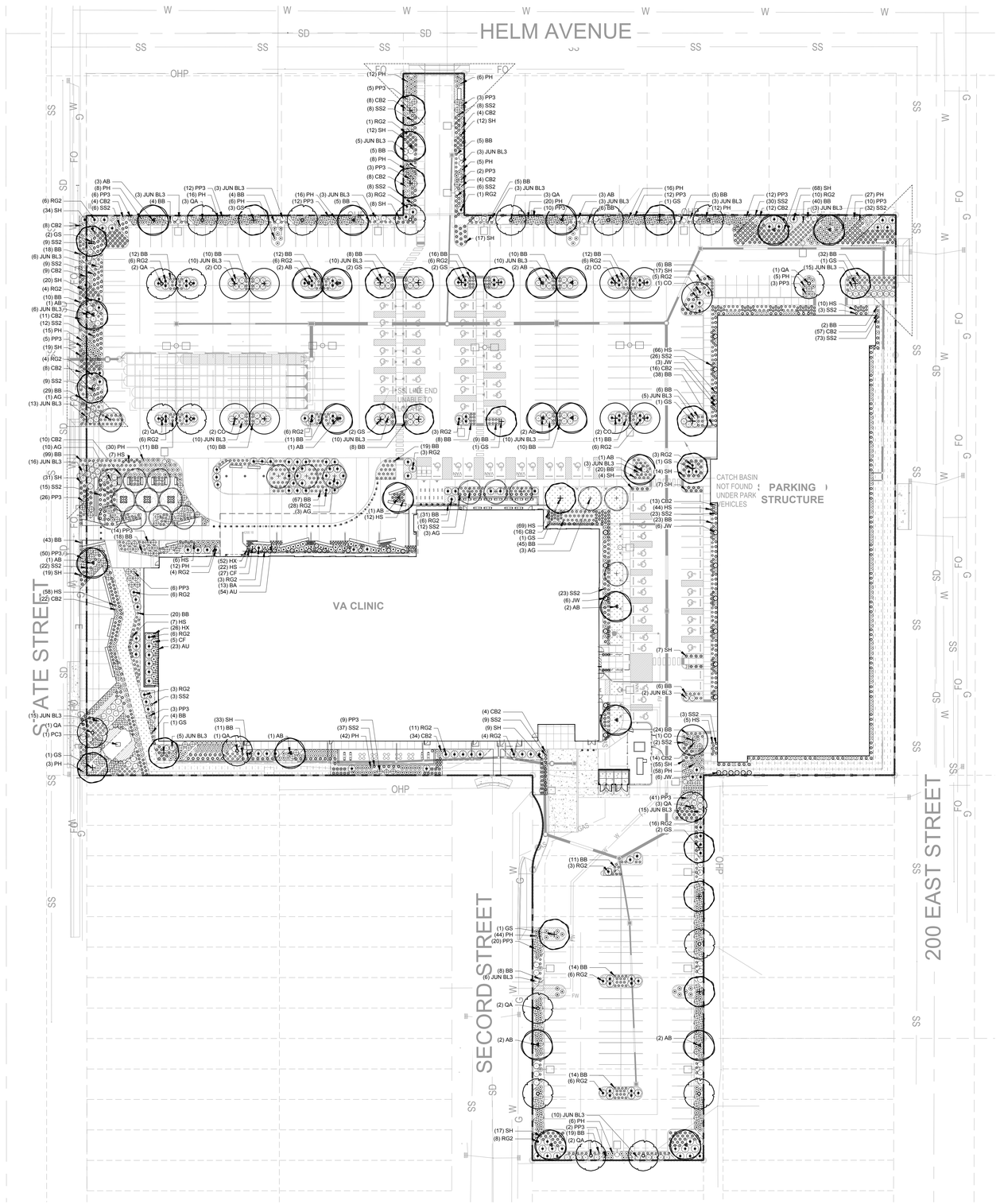
Number	Description	Date

MOLASKY DEVELOPMENT

DEVELOPERS:
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
DECIDUOUS TREES						
	AB	24	Acer grandidentatum / Bigtooth Maple	B&B	2" CAL	20-25'
	CO	10	Celtis occidentalis / Common Hackberry	B&B	2" CAL	40-60' HT
	GS	22	Gleditsia triacanthos inermis 'Shademaster" / Shademaster Honey Locust	B&B	2" CAL	40-50' HT
	QA	20	Quercus alba / White Oak	B&B	2" CAL	50-80' HT
EVERGREEN TREES						
	JW	21	Juniperus scopulorum 'Woodward' / Woodward Columnar Juniper	B&B	6' HT.	15-20' HT
	PC3	1	Picea pungens / Colorado Spruce	B&B	6' HT.	80-100' HT
ORNAMENTAL TREES						
	AG	20	Acer ginnala / Amur Maple	B&B	2" CAL	15-20' HT

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	O.C
DECIDUOUS SHRUBS					
	CB2	262	Caryopteris x clandonensis 'Blue Mist' / Blue Mist Bluebeard	5 gal.	36" o.c.
	CF	32	Cornus stolonifera 'Farrow' / Arctic Fire® Red Twig Dogwood	5 gal.	48" o.c.
	PP3	269	Prunus besseyi 'P011S' / Pawnee Buttes® Sand Cherry	5 gal.	6´ o.c.
	RG2	195	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	5 gal.	6´ o.c.
EVERGREEN SHRUBS					
	BA	13	Berberis aquifolium / Oregon Grape	5 gal.	36" o.c.
	JUN BL3	206	Juniperus horizontalis 'Blue Chip' / Blue Chip Creeping Juniper	5 gal.	
ORNAMENTAL GRASS					
	BB	880	Bouteloua gracilis 'Blonde Ambition' / Blonde Ambition Blue Grama	5 gal.	40" o.c.
	HS	306	Helictotrichon sempervirens / Blue Oat Grass	5 gal.	30" o.c.
	PH	367	Pennisetum alopecuroides 'Hameln' / Hameln Fountain Grass	5 gal.	36" o.c.
	SS2	390	Schizachyrium scoparium 'Standing Ovation' / Standing Ovation Little Bluestem	5 gal.	24" o.c.
	SH	405	Sporobolus heterolepis / Prairie Dropseed	5 gal.	30" o.c.
PERENNIAL					
	AU	77	Ajuga pyramidalis / Pyramid Bugleweed	1 gal.	
	HX	78	Heuchera x 'Amber Lady' / Amber Lady Coral Bells	5 gal.	12" O.C.

40' 0 20' 40' 80'

N

CD #1

Number	Description	Date

MOLASKY DEVELOPMENT

DEVELOPERS:
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:
Layton Construction
9090 S Sandy Parkway
Sandy, UT 84070
Telephone: +1 801 568 9090
https://www.laytonconstruction.com

Stamp: STATE OF UTAH — BRETT ANDERSON — No. 6375834 — LICENSED LANDSCAPE ARCHITECT

ARCHITECT: PERKINS EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS: walter p moore · IMEG · ATWELL · RVi · SES Specialized Engineering Solutions

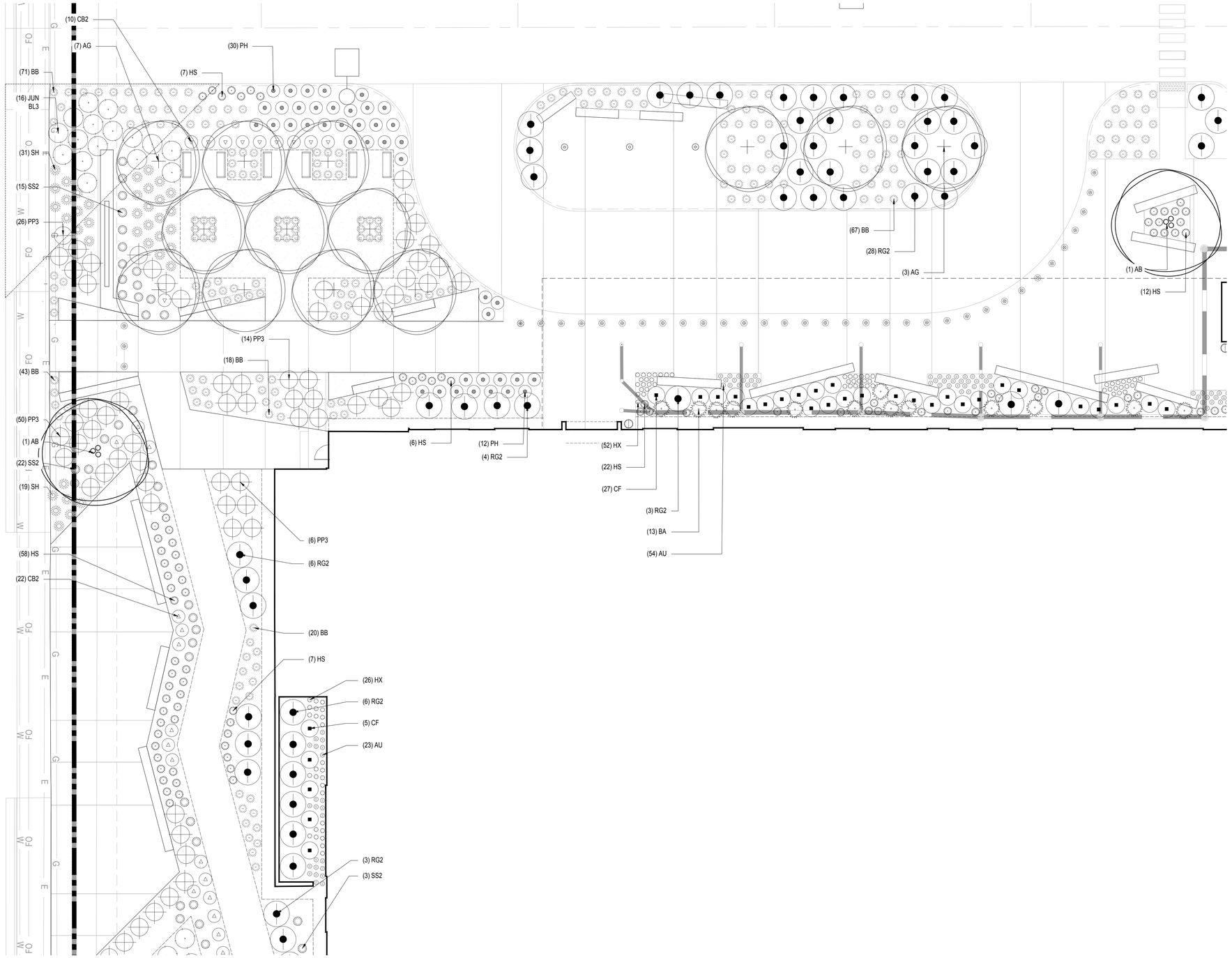
Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: **LANDSCAPE PLANTING PLAN**
Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)
Location: SOUTH SALT LAKE CITY, UT Scale: 1" = 40'-0"
Date: 5/1/2026 | Checked: NS | Drawn: RPG

Project Number: 36C10F24L0010
Building Number:
Drawing Number: **L-402**
Dwg of
Volume: of

File Path
01 January, 2000



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
DECIDUOUS TREES						
	AB	24	Acer grandidentatum / Bigtooth Maple	B&B	2" CAL	20-25'
	CO	10	Celtis occidentalis / Common Hackberry	B&B	2" CAL	40-60' HT
	GS	22	Gleditsia triacanthos inermis 'Shademaster' / Shademaster Honey Locust	B&B	2" CAL	40-50' HT
	QA	20	Quercus alba / White Oak	B&B	2" CAL	50-80' HT
EVERGREEN TREES						
	JW	15	Juniperus scopulorum 'Woodward' / Woodward Columnar Juniper	B&B	6' HT.	15-20' HT
	PC3	1	Picea pungens / Colorado Spruce	B&B	6' HT.	80-100' HT
ORNAMENTAL TREES						
	AG	20	Acer ginnala / Amur Maple	B&B	2" CAL	15-20' HT

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	O.C
DECIDUOUS SHRUBS					
	CB2	266	Caryopteris x clandonensis 'Blue Mist' / Blue Mist Bluebeard	5 gal.	36" o.c.
	CF	32	Cornus stolonifera 'Farrow' / Arctic Fire® Red Twig Dogwood	5 gal.	48" o.c.
	PP3	269	Prunus besseyi 'P011S' / Pawnee Buttes® Sand Cherry	5 gal.	6` o.c.
	RG2	195	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	5 gal.	6` o.c.
EVERGREEN SHRUBS					
	BA	13	Berberis aquifolium / Oregon Grape	5 gal.	36" o.c.
	JUN BL3	206	Juniperus horizontalis 'Blue Chip' / Blue Chip Creeping Juniper	5 gal.	
ORNAMENTAL GRASS					
	BB	883	Bouteloua gracilis 'Blonde Ambition' / Blonde Ambition Blue Grama	5 gal.	40" o.c.
	HS	321	Helictotrichon sempervirens / Blue Oat Grass	5 gal.	30" o.c.
	PH	367	Pennisetum alopecuroides 'Hameln' / Hameln Fountain Grass	5 gal.	36" o.c.
	SS2	389	Schizachyrium scoparium 'Standing Ovation' / Standing Ovation Little Bluestem	5 gal.	24" o.c.
	SH	405	Sporobolus heterolepis / Prairie Dropseed	5 gal.	30" o.c.
PERENNIAL					
	AU	77	Ajuga pyramidalis / Pyramid Bugleweed	1 gal.	
	HX	78	Heuchera x 'Amber Lady' / Amber Lady Coral Bells	5 gal.	12" O.C.

10' 0 5' 10' 20'

N

CD #1

Number	Description	Date

MOLASKY DEVELOPMENT

DEVELOPERS:
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:
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https://www.laytonconstruction.com

Stamp: STATE OF UTAH — BRETT ANDERSON — No. 6375834 — LICENSED LANDSCAPE ARCHITECT

ARCHITECT:
PERKINS EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS:
walter p moore · IMEG · ATWELL · RVi · SES SPECIALIZED ENGINEERING SOLUTIONS

Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: **LANDSCAPE HARDSCAPE AND LAYOUT PLAN**

Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)

Location: SOUTH SALT LAKE CITY, UT Scale: 1" = 10'-0"

Date: 5/1/2026 | Checked: NS | Drawn: RPG

Project Number: 36C10F24L0010

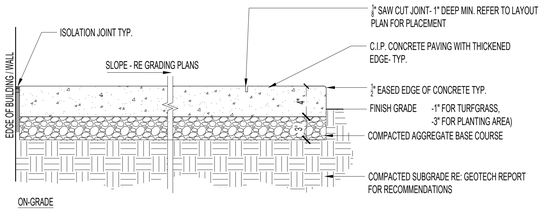
Building Number:

Drawing Number: **L-403**

Dwg of

Volume: of

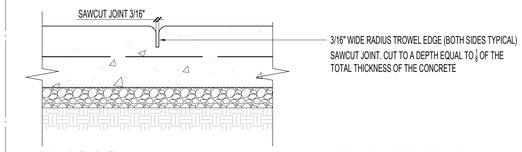
File Path
01 January, 2000



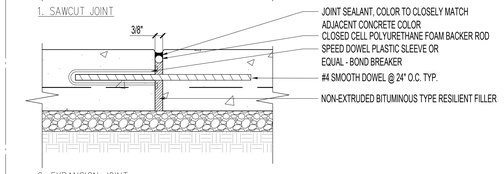
ON-GRADE

NOTES:
1. REFERENCE PLANS & SPECIFICATIONS FOR COLOR AND/OR FINISH
2. REFER TO SPECS FOR CONCRETE STRENGHT AND REINFORCEMENT REQ.
3. REFER TO PLANS FOR EXPANSION JOINT LOCATIONS
4. REFER TO PLANS FOR CONTROL JOINT LOCATIONS. CONTROL JOINTS ARE TO BE MAX. 2x THE THICKNESS OF THE CONCRETE.
5. PROVIDE ISOLATION JOINTS AT ALL WALLS AND BUILDINGS TYP.
6. CONCRETE SHALL HAVE A MAXIMUM 1.8% AND A MINIMUM OF 1% CROSS SLOPE.

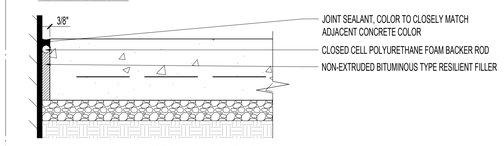
A CONCRETE PAVING
Scale: 1 1/2" = 1'-0"



1. SAWCUT JOINT



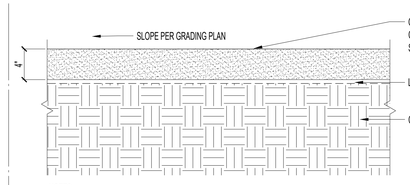
2. EXPANSION JOINT



3. EXPANSION JOINT @ VERTICAL WALL FACE OR BUILDING

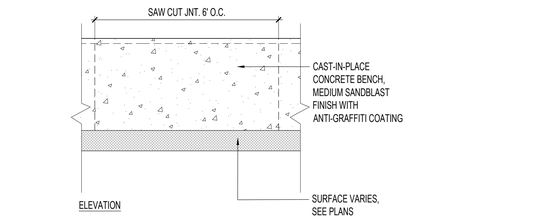
NOTES:
1. REFER TO MATERIAL SCHEDULE & DETAILS FOR COLOR, PATTERN, TEXTURE AND FINISH OF CONCRETE PAVING
2. REFER TO PLANS FOR LOCATION OF ALL CONSTRUCTION JOINTS.
3. ALL CONNECTIONS BETWEEN EXISTING AND NEW CONCRETE PAVING SHALL BE SMOOTH AND FLUSH TRANSITIONS

B TYPICAL CONSTRUCTION JOINTS
Scale: 1" = 1'-0"

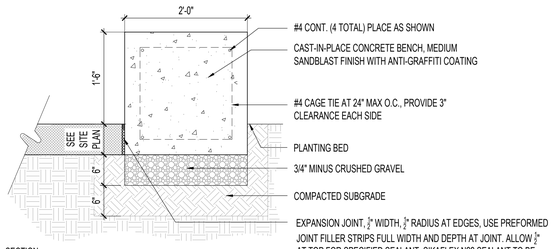


NOTES:
1. STABILIZER TO BE BLENDED AT THE RATE OF 10 LBS. PER TON OF CRUSHER FINES.
2. CRUSHER FINES TO BE LOCALLY AVAILABLE. MAX. SCREEN SIZE ¼". COLOR TO BE SELECTED BY LANDSCAPE ARCHITECT.

C CRUSHER FINES PAVING
Scale: 1 1/2" = 1'-0"



ELEVATION



SECTION

NOTES:
1. CONTRACTOR TO INSTALL ANTI-GRAFFITI COATING PER MANUFACTURERS REQ.
2. CONTRACTOR TO USE MASONITE (OR APPROVED EQUAL) FORMS TO ENSURE SMOOTH SURFACE FOR SANDBLAST FINISH
3. INSTALL SKATEBOARD DETERRENT

D CAST-IN-PLACE CONCRETE SEATWALL
Scale: N.T.S.

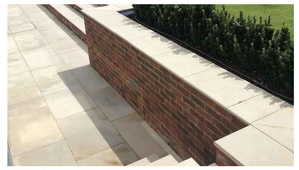
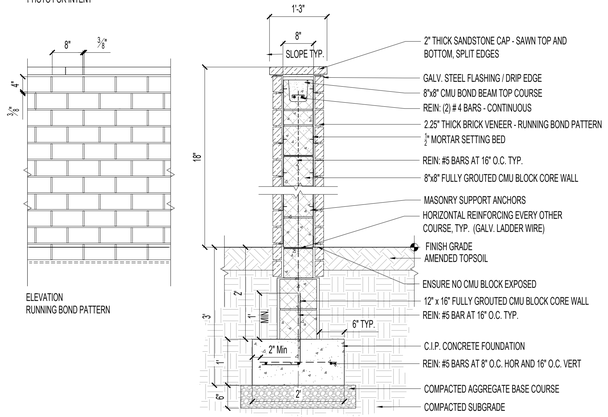
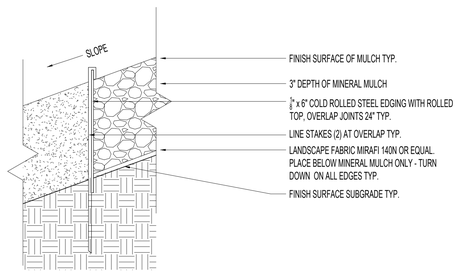


PHOTO FOR INTENT



ELEVATION
RUNNING BOND PATTERN

E BRICK PATIO WALL - TYPICAL
Scale: 3/4" = 1'-0"



F STEEL EDGING WITH ROLLED TOP
Scale: 3" = 1'-0"

CD #1

Number	Description	Date

MOLASKY DEVELOPMENT

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ENGINEERS/CONSULTANTS: walter p moore · IMEG · ATWELL · RVi · SES Specialized Engineering Solutions

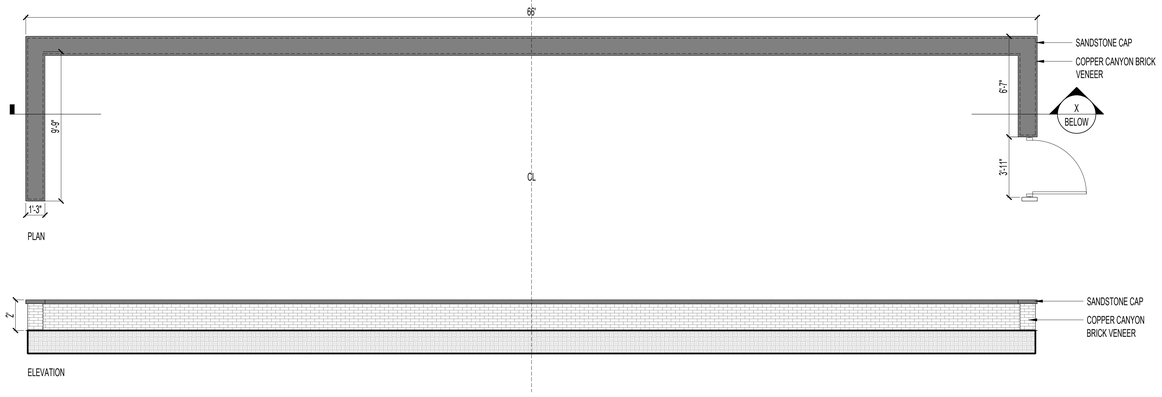
Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: **LANDSCAPE HARDSCAPE AND LAYOUT PLAN**
Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)
Location: SOUTH SALT LAKE CITY, UT Scale:
Date: 5/1/2026 | Checked: NS | Drawn: RPG

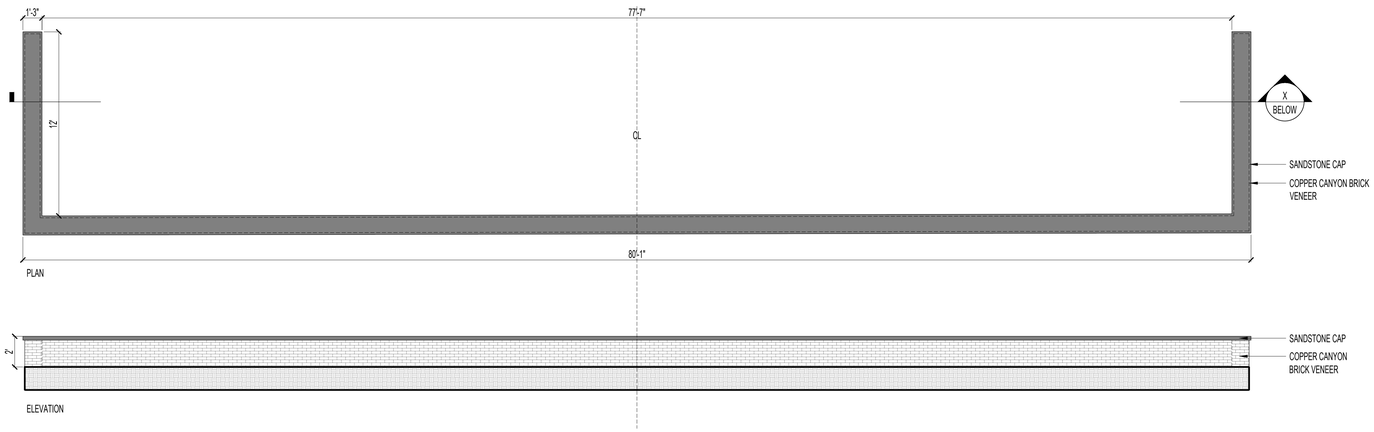
Project Number: 36C10F24L0010
Building Number:
Drawing Number: **L-501**
Dwg of
Volume: of

File Path
01 January, 2000



A PATIO WALL VISITORS

Scale: 1/4" = 1'-0"



B PATIO WALL STAFF

Scale: 1/4" = 1'-0"

CD #1

Number	Description	Date

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Stamp: STATE OF UTAH · BRETT ANDERSON · No. 6375834 · LICENSED LANDSCAPE ARCHITECT

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ENGINEERS/CONSULTANTS:
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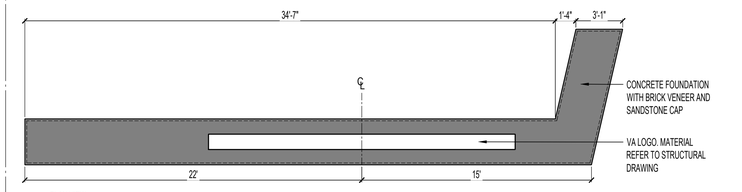
Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: **LANDSCAPE HARDSCAPE AND LAYOUT PLAN**
Approved: Project Director

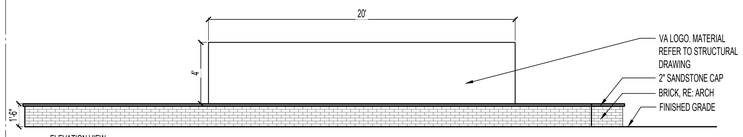
Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)
Location: SOUTH SALT LAKE CITY, UT Scale:
Date: 5/1/2026 Checked: NS Drawn: RPG

Project Number: 36C10F24L0010
Building Number:
Drawing Number: **L-502**
Dwg of
Volume: of

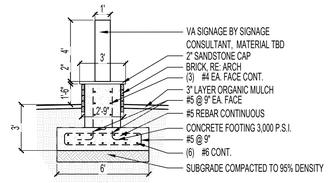
File Path
01 January, 2000



PLAN VIEW



ELEVATION VIEW

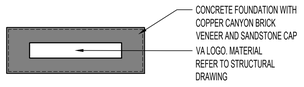


SECTION VIEW

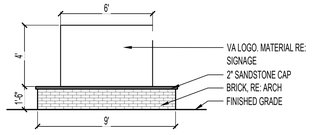
NOTE: CONTRACTOR TO PROVIDE STAMPED ENGINEERING DRAWINGS FOR SIGN.

A MONUMENT SIGN, TYPE 1

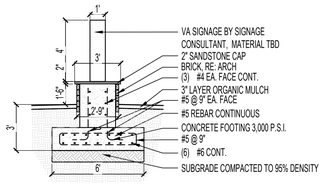
Scale: 1/4" = 1'-0"



PLAN VIEW



ELEVATION VIEW

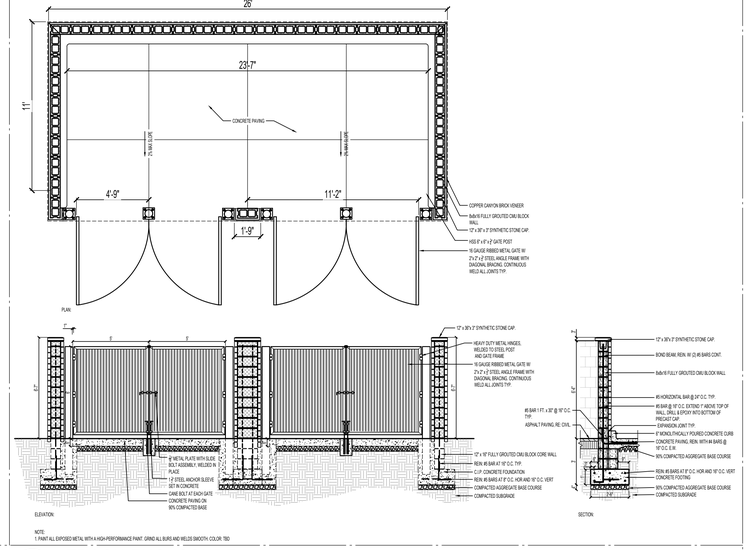


SECTION VIEW

NOTE: CONTRACTOR TO PROVIDE STAMPED ENGINEERING DRAWINGS FOR SIGN.

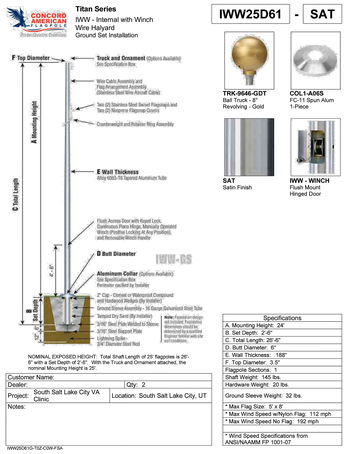
B MONUMENT SIGN, TYPE 2

Scale: 1/4" = 1'-0"



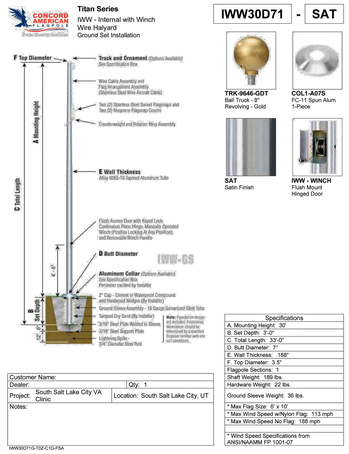
C TRASH ENCLOSURE

Scale: 1/4" = 1'-0"



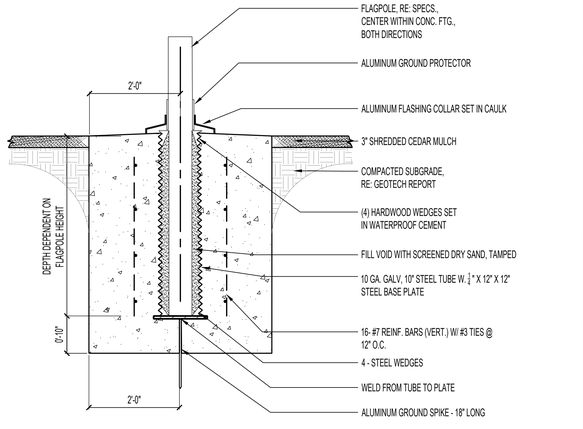
D FLAGPOLE- 25'

Scale: 3" = 1'-0"



E FLAGPOLE- 30'

Scale: 3" = 1'-0"



NOTE:
1. FLAGPOLES SHALL BE A MINIMUM OF 25' TALL .
2. IN ALL INSTANCES THE STATE AND VA FLAG MUST FLY LOWER THAN THE US FLAG.

F FLAGPOLE FOUNDATION

Scale: 3/4" = 1'-0"

CD #1

Number	Description	Date

MOLASKY DEVELOPMENT

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Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: LANDSCAPE HARDSCAPE AND LAYOUT PLAN

Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)

Location: SOUTH SALT LAKE CITY, UT Scale:

Date: 5/1/2026 | Checked: NS | Drawn: RPG

Project Number: 36C10F24L0010

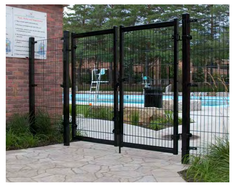
Building Number:

Drawing Number: L-503

Dwg of

Volume: of

File Path
01 January, 2000



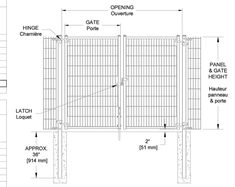
OMEGA ELITE DOUBLE SWING GATE
BARRIÈRE OMEGA ELITE À BATTANT DOUBLE

GATE POST DIMENSIONS

GATE HEIGH	OPENING OF A SINGLE LEAF OVER	OPENING OF A SINGLE LEAF UP TO	POST
4'-0"	3'	11'	3" x 3" 11 ga
	11'	16'	4" x 4" 11ga
	16'	19'	6" x 6" 3/16"
6'-0"	3'	9'	3" x 3" 11 ga
	9'	13'	4" x 4" 11ga
	13'	19'	6" x 6" 3/16"
8'-0"	3'	7'	3" x 3" 11 ga
	7'	9'	4" x 4" 11ga
	9'	19'	6" x 6" 3/16"

DIMENSION DES POTEAUX DE PORTE

HAUTEUR DE PORTE	OUVERTURE D'UN SIMPLE BATTANT AU DESSUS	OUVERTURE D'UN SIMPLE BATTANT JUSQU'A	POTEAU
4'-0"	3'	11'	3" x 3" 11 ga
	11'	16'	4" x 4" 11ga
	16'	19'	6" x 6" 3/16"
6'-0"	3'	9'	3" x 3" 11 ga
	9'	13'	4" x 4" 11ga
	13'	19'	6" x 6" 3/16"
8'-0"	3'	7'	3" x 3" 11 ga
	7'	9'	4" x 4" 11ga
	9'	19'	6" x 6" 3/16"



Omega II Fence Systems
1735, Blvd. St-Elzéar West
Laval, Quebec
H7L 3N6
Tel: 450-686-9600
1-800-836-6342
Fax: 450-681-5318
www.omegafence.com
WEB
REVISION : 12/21

MANUFACTURER: OMEGA FENCE SYSTEMS
MODEL: ELITE DOUBLE WIRE
COLOR: BLACK
(1) 8' TALL DOUBLE GATE, 6' OPENING OF A SINGLE LEAF

A UTILITY YARD GATE, TYPE 1
Scale: 1" = 1'-0"



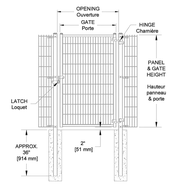
OMEGA ELITE SINGLE SWING GATE
BARRIÈRE OMEGA ELITE À BATTANT SIMPLE

GATE POST DIMENSIONS

GATE HEIGH	OPENING OF A SINGLE LEAF OVER	OPENING OF A SINGLE LEAF UP TO	POST
4'-0"	3'	11'	3" x 3" 11 ga
	11'	16'	4" x 4" 11ga
	16'	19'	6" x 6" 3/16"
6'-0"	3'	9'	3" x 3" 11 ga
	9'	13'	4" x 4" 11ga
	13'	19'	6" x 6" 3/16"
8'-0"	3'	7'	3" x 3" 11 ga
	7'	9'	4" x 4" 11ga
	9'	19'	6" x 6" 3/16"

DIMENSION DES POTEAUX DE PORTE

HAUTEUR DE PORTE	OUVERTURE D'UN SIMPLE BATTANT AU DESSUS	OUVERTURE D'UN SIMPLE BATTANT JUSQU'A	POTEAU
4'-0"	3'	11'	3" x 3" 11 ga
	11'	16'	4" x 4" 11ga
	16'	19'	6" x 6" 3/16"
6'-0"	3'	9'	3" x 3" 11 ga
	9'	13'	4" x 4" 11ga
	13'	19'	6" x 6" 3/16"
8'-0"	3'	7'	3" x 3" 11 ga
	7'	9'	4" x 4" 11ga
	9'	19'	6" x 6" 3/16"



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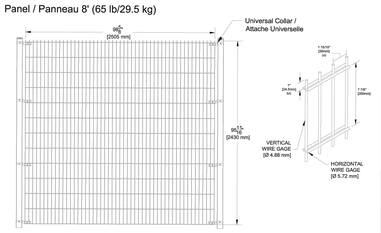
MANUFACTURER: OMEGA FENCE SYSTEMS
MODEL: ELITE DOUBLE WIRE
COLOR: BLACK
(1) 8' TALL SINGLE GATE, 4' OPENING OF SINGLE LEAF

B UTILITY YARD GATE, TYPE 2
Scale: 1" = 1'-0"



OMEGA ELITE PANELS MOUNTED ON SQUARE POSTS (HEIGHT 8')
PANNEAUX OMEGA ELITE SUR POTEAUX CARRÉS (GRANDEUR 8')

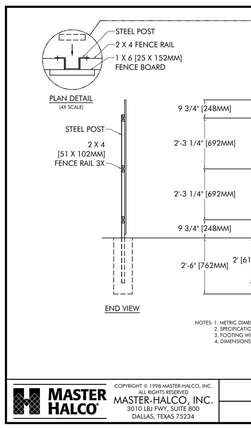
Panel / Panneau 8' (65 lb/29.5 kg)



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Fax: 450-681-5318
www.omegafence.com
WEB
REVISION : 05/21

MANUFACTURER: OMEGA FENCE SYSTEMS
MODEL: ELITE DOUBLE WIRE
COLOR: BLACK
8' TALL, 5' TALL

C UTILITY YARD FENCE
Scale: 1" = 1'-0"



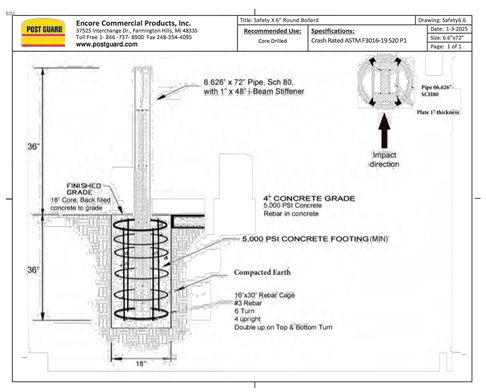
MASTER HALCO
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MASTER-HALCO, INC.
3010 LBJ FWY, SUITE 800
DALLAS, TEXAS 75234

6' SOLID BOARD FENCE DETAIL
STYLE: FLAT TOP
NOM-6' [1829MM] FENCE HEIGHT
1 X 6 (25 X 152MM) FENCE BOARDS

BY: JRR
DATE: 01-25-99
REV: D
REV DATE: 05-18-99
DWG: 10-1100
LAYER: 1
SCALE: 1/2" = 1'-0"

NOTES:
1. FENCE TO BE 8' TALL PRIVACY FENCE UTILIZING 10' POSTMASTER LINE POST AT A 4' SPACING TO MAINTAIN PRODUCT WARRANTY.
2. PICKETS SHALL BE 8' TALL CEDAR PICKETS.

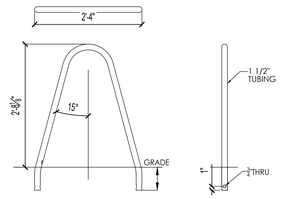
D 8' WOOD PRIVACY FENCE
Scale: 1/2" = 1'-0"



NOTES:
MANUFACTURER: POST GUARD
MODEL: SAFETY X ROUND 6" ASTM F3016 S20 CRASH RATED BOLLARD
FINISH: HOT DIPPED GALVANIZED, COVER COLOR: GREY
INSTALLATION: CORE DRILLED

E BOLLARD
Scale: NTS





NOTES:
MANUFACTURER: LANDSCAPE FORMS
MODEL: BOLA, BIKE RACK
FINISH: STAINLESS STEEL
MOUNTING: EMBEDDED

F BIKE RACK
Scale: 3/4" = 1'-0"

CD #1

Number	Description	Date

MOLASKY DEVELOPMENT

DEVELOPERS:
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
www.molaskyco.com

Layton CONSTRUCTED WITH INTEGRITY

BUILDER:
Layton Construction
9090 S Sandy Parkway
Sandy, UT 84070
Telephone: +1 801 568 9090
https://www.laytonconstruction.com

Stamp: STATE OF UTAH — BRETT ANDERSON — No. 6375834 — LICENSED LANDSCAPE ARCHITECT

ARCHITECT: PERKINS — EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS:
walter p moore · IMEG · ATWELL · RVi · SES SPECIALIZED ENGINEERING SOLUTIONS

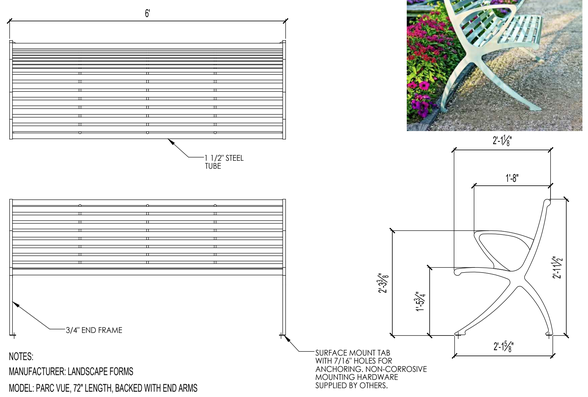
Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: LANDSCAPE HARDSCAPE AND LAYOUT PLAN
Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)
Location: SOUTH SALT LAKE CITY, UT Scale:
Date: 5/1/2026 | Checked: NS | Drawn: RPG

Project Number: 36C10F24L0010
Building Number:
Drawing Number: L-504
Dwg of
Volume: of

File Path
01 January, 2000





NOTES:
MANUFACTURER: LANDSCAPE FORMS
MODEL: PARC VUE, 72" LENGTH, BACKED WITH END ARMS
FINISH: THERMALLY MODIFIED ASH
MOUNTING: SURFACE MOUNT

A **BENCH**
Scale: 3/4" = 1'-0"

CD #1

Number	Description	Date

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100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
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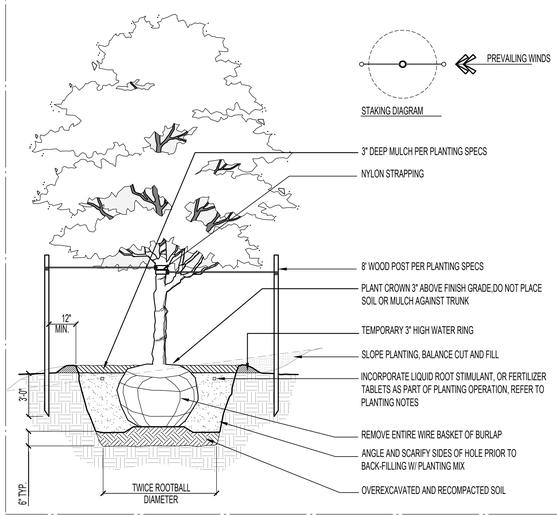
Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: **LANDSCAPE HARDSCAPE AND LAYOUT PLAN**
Approved: Project Director

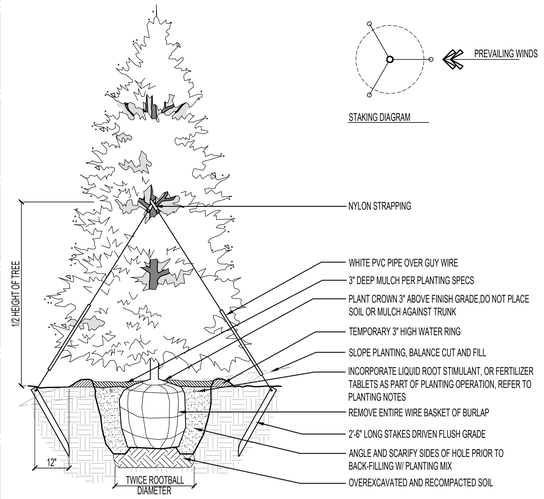
Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)
Location: SOUTH SALT LAKE CITY, UT Scale:
Date: 5/1/2026 Checked: NS Drawn: RPG

Project Number: 36C10F24L0010
Building Number:
Drawing Number: **L-505**
Dwg of
Volume: of

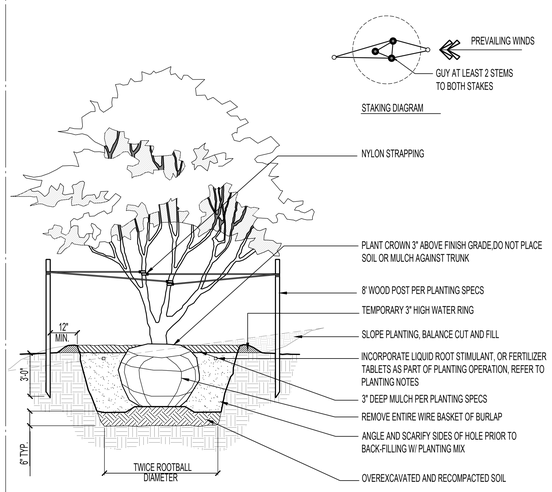
File Path
01 January, 2000



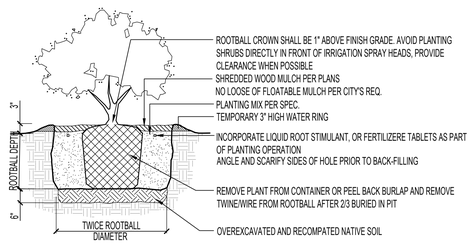
A **DECIDUOUS TREE PLANTING**
Scale: N.T.S.



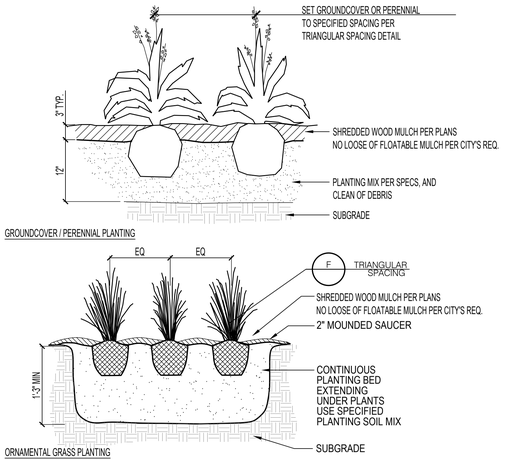
B **CONIFEROUS TREE PLANTING**
Scale: N.T.S.



C **MULTI-TRUNK ORNAMENTAL TREE PLANTING**
Scale: N.T.S.

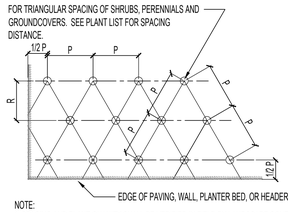


D **SHRUB PLANTING**
Scale: N.T.S.



NOTE:
1. MIN. ROOT SPREAD TO BE IN ACCORDANCE WITH 'AMERICAN STANDARDS FOR NURSERY STOCK'
2. PRUNE ALL DAMAGED, DISEASED, OR WEAK LIMBS AND ROOTS.
3. CLEANLY PRUNE ALL DAMAGED ROOT ENDS.
4. DO NOT ALLOW ROOTS TO DRY OUT DURING INSTALLATION PROCESS
5. PLANTS SHALL BE EQUAL DISTANCES APART REFER TO PLANT SCHEDULE FOR MORE INFORMATION

E **ORNAMENTAL GRASS & PERENNIAL PLANTING**
Scale: N.T.S.



TYPICAL SPACING CHART

P TRIANGULAR	R ROW	AREA PER PLANT SQ. FT.
4"	3 7/16"	.096
6"	5 1/4"	.22
8"	7"	.385
10"	8 3/4"	.60
12"	10 3/8"	.87
18"	15 5/8"	1.95
24"	20 3/4"	3.46
30"	26"	5.42
36"	31"	7.80
48"	41 1/2"	13.84
60"	52"	21.65
72"	62 3/8"	31.20

NOTE:
1. SPACING AND PLANT QUANITY SHALL BE VERIFIED IN FIELD BY LANDSCAPE CONTRACTOR. ANY INDIFERENCES BETWEEN THE BUILT LANDSCAPE AND THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT BEFORE PLANTING INSTALLATION.

F **TYPICAL TRIANGULAR PLANT SPACING**
Scale: N.T.S.

CD #1

Number	Description	Date

MOLASKY DEVELOPMENT

DEVELOPERS:
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:
Layton Construction
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Sandy, UT 84070
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Stamp: STATE OF UTAH — BRETT ANDERSON — No. 6375834 — LICENSED LANDSCAPE ARCHITECT

ARCHITECT: PERKINS EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
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ENGINEERS/CONSULTANTS: walter p moore; IMEG; ATWELL; RVi; SES SPECIALIZED ENGINEERING SOLUTIONS

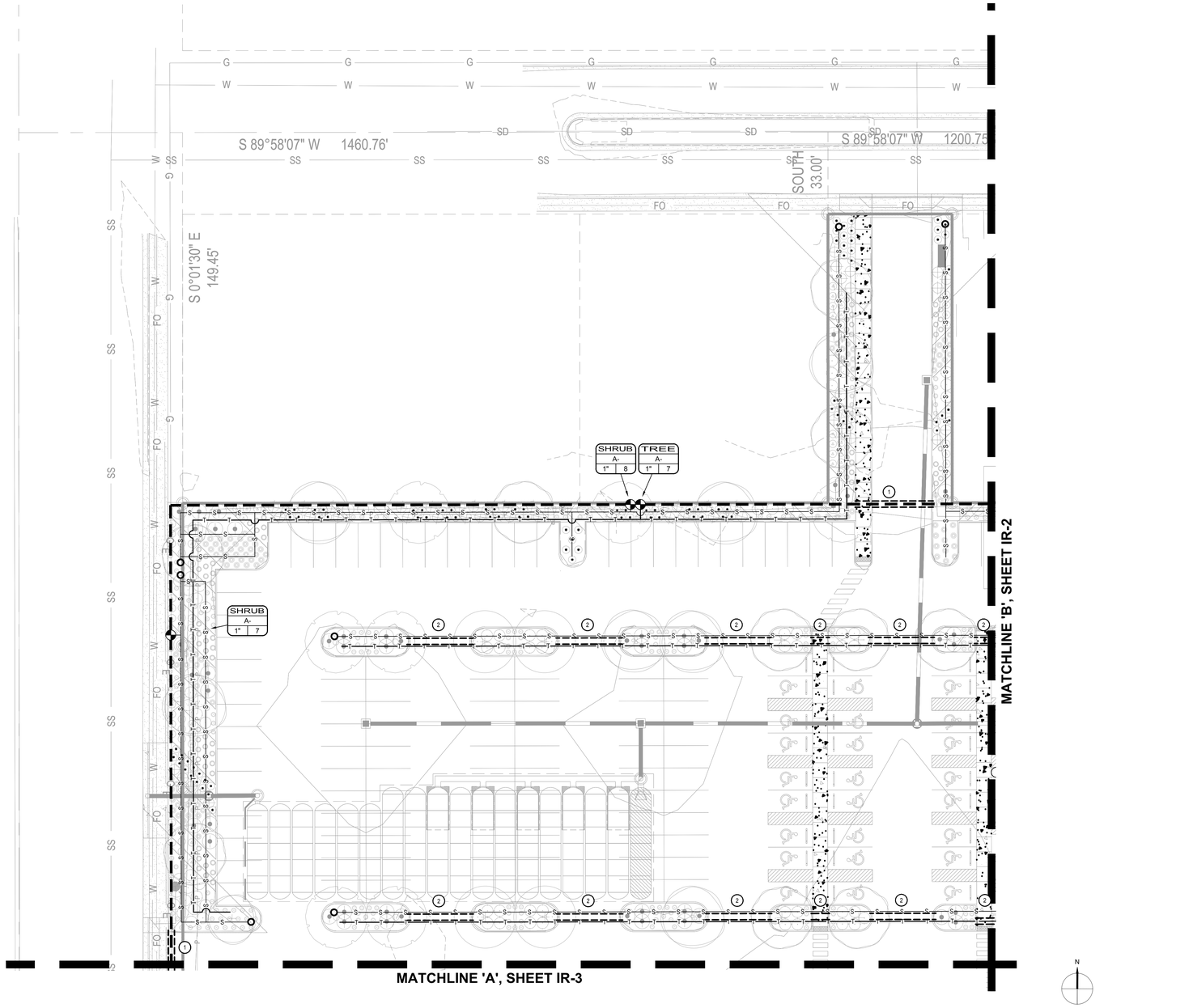
Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: **LANDSCAPE HARDSCAPE AND LAYOUT PLAN**
Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)
Location: SOUTH SALT LAKE CITY, UT Scale:
Date: 5/1/2026 Checked: NS Drawn: RPG

Project Number: 36C10F24L0010
Building Number:
Drawing Number: **L-506**
Dwg of
Volume: of

File Path
01 January, 2000



N

20' 0 10' 20' 40'

IRRIGATION LEGEND

SYMBOL	MANUFACTURER	MODEL NUMBER	DESCRIPTION
M	PER CIVIL PLANS	PER CIVIL PLANS	WATER METER PER CIVIL PLANS
	BASELINE	BL-3200X-R36	WALL MOUNT MODULAR CONTROLLER AND WI-FI CONNECTION SEE DETAILS 1, 2/SHEET IR-201
	FEBCO	825YA-SIZE PER PLAN	BACKFLOW PREVENTER WITH SBBC-22ALI STRONGBOX ENCLOSURE SEE DETAILS 1, 3/SHEET IR-201
	BASELINE	BL-5201MV	MASTER VALVE, NORMALLY CLOSED, SOLENOID ACTUATED SEE DETAILS 1, 6, 10, 11, 12/SHEET IR-201
	BASELINE	BL-PFS150	FLOW SENSOR SEE DETAILS 1, 7, 10, 11, 12/SHEET IR-201
	APOLLO	102T-K SERIES	BRASS GATE VALVES WITH CROSS TOP HANDLE, MAINLINE SIZE SEE DETAIL 9/SHEET IR-201
	HUNTER	ICZ-101-25	DRIP VALVE ASSEMBLY WITH BALL VALVE SEE DETAILS 10, 11, 12/SHEET IR-201 AND DETAIL 2/SHEET IR-202
	HUNTER	ICV-101G WITHAS-40	CONTROL VALVE WITH PRESSURE REGULATOR AND BALL VALVE SEE DETAILS 10, 11, 12/SHEET IR-201 AND DETAIL 1/SHEET IR-202
	END FLUSH CAP	PER DETAIL	DRIP FLUSH ASSEMBLY SEE DETAIL 7/SHEET IR-202
EZ	EZ-FLO	EZ010-HC	INJECTION SYSTEM SEE DETAILS 8, 10, 11, 12/SHEET IR-201
	MAINLINE	1-1/2" SCHEDULE 40 PVC	MAINLINE PIPE SEE DETAIL 4/SHEET IR-201
T T	PER CONTRACTOR	CLASS 200 PVC	PVC PIPE - TO TREES 3/4" UNLESS OTHERWISE SPECIFIED SEE DETAIL 4/SHEET IR-201 AND DETAILS 3, 4/SHEET IR-202
S S	PER CONTRACTOR	CLASS 200 PVC	PVC PIPE - TO SHRUBS 3/4" UNLESS OTHERWISE SPECIFIED SEE DETAIL 4/SHEET IR-201 AND DETAILS 3, 5, 6/SHEET IR-202
	PER CONTRACTOR	CLASS 200 PVC	PVC PIPE - TO TURF 3/4" UNLESS OTHERWISE SPECIFIED SEE DETAIL 4/SHEET IR-201
T T		PER NOTE #5	UNCONNECTED PIPE CROSSING
	PER CONTRACTOR	PVC IRRIGATION SLEEVE SEE NOTE #9	SLEEVING SEE DETAILS 4, 5/SHEET IR-201
	(1) (2) 2" PVC SLEEVES (1) 4" PVC SLEEVE	(2) (2) 2" PVC SLEEVES	(3) (1) 2" PVC SLEEVE
	HUNTER	PROS-6-PRS40	6" PRS 40 BODY ON SWING JOINT WITH MP2000 NOZZLE SEE DETAIL 9/SHEET IR-202
	HUNTER	PROS-6-PRS40	6" PRS 40 BODY ON SWING JOINT WITH MP1000 NOZZLE SEE DETAIL 9/SHEET IR-202
	HUNTER	PROS-6-PRS40	6" PRS 40 BODY ON SWING JOINT WITH MP800 NOZZLE SEE DETAIL 9/SHEET IR-202

IRRIGATION NOTES

1. BOOSTER PUMP STATION MAY BE NEEDED IF PRESSURE IS TOO LOW. 40 PSI IS NEEDED AT THE SPRAY HEAD FOR PEAK PERFORMANCE.
2. ALL VALVE BOXES SHALL BE TAN IN COLOR.
3. ALL VALVE BOXES TO BE IN LANDSCAPE AREAS.
4. ALL VALVE BOXES TO BE EITHER CARSON OR OLD CASTLE
5. ALL CONTROL WIRING SHALL BE 14 G AWG-UF DIRECT BURIAL WIRE.
6. ALL PIPE AND WIRING UNDER PAVED SURFACES SHALL BE IN SCHEDULE 40 PVC SLEEVES, WHETHER OR NOT SHOWN. INSTALL 2" WIRE SLEEVE ADJACENT TO PIPE SLEEVE FOR ALL PAVEMENT CROSSINGS.
7. MAINLINE, LATERAL PVC PIPE OR POLYETHYLENE TUBING FROM DIFFERENT VALVES SHALL BE UNCONNECTED, WHETHER OR NOT SHOWN.
8. CONTRACTOR SHALL FIELD VERIFY PRESSURE PRIOR TO ORDERING MATERIALS OR STARTING ANY IRRIGATION INSTALLATION AND NOTIFY CONSULTANT OF ANY DIFFERENCE FROM STATED PRESSURE. IF CONTRACTOR FAILS TO NOTIFY CONSULTANT HE ASSUMES FULL RESPONSIBILITY FOR ANY SYSTEM ALTERATIONS AS DIRECTED BY THE CONSULTANT.
8. INSTALL HUNTER DRIP EMITTERS TO PLANT MATERIAL PER DETAILS AND THE FOLLOWING SCHEDULE.

PLANT SIZE	EMITTER NUMBER	QUANTITY
CACTUS/ACCENTS	HEB-050	1 EACH
1 GAL. SHRUB	HEB-10	2 EACH
3 GAL. SHRUB	HEB-10	2 EACH
5 GAL. SHRUB	HEB-10	2 EACH
24" BOX TREE	HEB-20	4 EACH
36" BOX TREE	HEB-20	6 EACH
42" BOX TREE	HEB-20	8 EACH
48" BOX TREE	HEB-20	8 EACH

CONTRACTOR SHALL INCREASE OR DECREES EMITTER SIZING FOR SHRUBS AND SUCCULENTS BASED ON EXPOSURE. EMITTERS ONLY ARE TO BE INSTALLED ABOVE GRADE AND ALL PIPING SHALL BE THOROUGHLY FLUSHED PRIOR TO EMITTER INSTALLATION AS PER DETAILS AND SPECIFICATIONS. CONTRACTOR IS RESPONSIBLE FOR ANY NECESSARY FLUSHING OF EMITTERS DUE TO CLOGGING FOR THE DURATION OF THE MAINTENANCE PERIOD AS OUTLINED IN THE LANDSCAPE SPECIFICATION. CONTRACTOR IS RESPONSIBLE FOR REPLACEMENT OF ANY PLANT MATERIAL WHICH DIES DURING THE MAINTENANCE PERIOD AS A RESULT OF EMITTER CLOGGING.

VALVE TAG:

SHRUB / A-01 / 1" / 5
- VALVE TYPE
- CONTROLLER AND STATION
- GALLONS PER MINUTE
- VALVE SIZE

9. INSTALL IRRIGATION SLEEVES UNDER ALL SIDEWALKS PER THE FOLLOWING SCHEDULE:

PIPE SIZE OR WIRE QUANTITY	REQUIRED SLEEVE(S)
DRIP TUBING	1 - 2" SCH 40 PVC
¾" LATERAL	1 - 2" SCH 40 PVC
1" LATERAL	1 - 2" SCH 40 PVC
1¼" LATERAL	1 - 2" SCH 40 PVC
1½" LATERAL	1 - 4" SCH 40 PVC
2" LATERAL	1 - 4" SCH 40 PVC
1" PRESSURE SUPPLY PIPE	1 - 4" SCH 40 PVC
1½" PRESSURE SUPPLY PIPE	1 - 4" SCH 40 PVC
2" PRESSURE SUPPLY PIPE	1 - 4" SCH 40 PVC
2½" PRESSURE SUPPLY PIPE	1 - 6" SCH 40 PVC
3" PRESSURE SUPPLY PIPE	1 - 6" SCH 40 PVC
1 - 20 CONTROL WIRES	1 - 2" SCH 40 PVC
21 - 40 CONTROL WIRES	2 - 2" SCH 40 PVC

10. CONTRACTOR TO FIELD VERIFY SIZE, LOCATION AND QUANTITY OF EXISTING SLEEVES INSTALLED UNDER STREET IMPROVEMENT PACKAGE PRIOR TO INSTALLATION OF IRRIGATION SYSTEM, AND NOTIFY CONSULTANT OF ANY DIFFERENCES.
11. CONTRACTOR SHALL COMPLETE THE FOLLOWING PRIOR TO FINAL WALK-THROUGH:
    A. CONSTRUCTION RECORD (AS-BUILT) DRAWINGS.
    B. CONTROLLER DATA SHEETS, INCLUDING IN DIGITAL FORMAT.
12. THESE IRRIGATION CONSTRUCTION DOCUMENTS, INCLUDING ALL PLANS, NOTES, DETAILS, AND SPECIFICATIONS ARE INTENDED TO FACILITATE THE INSTALLATION CONTRACTOR BY PROVIDING GENERAL GUIDELINES FOR DESIGN INTENT. CONTRACTOR SHALL PROVIDE 100% COVERAGE FOR ALL PLANT MATERIAL, THEREFORE, ALL IRRIGATION ELEMENTS GRAPHICALLY REPRESENTED IN THESE CONSTRUCTION DOCUMENTS ARE SCHEMATIC. FIELD MODIFICATIONS MAY OCCUR IN ORDER TO FULFILL THE DESIGN INTENT OF THE DRAWINGS. CONTRACTOR SHALL CONSULT WITH IRRIGATION DESIGNER AND PREPARE AS-BUILT PLANS SHOULD FIELD MODIFICATIONS BE NECESSARY.

PIPE SIZING SCHEDULE:

GPM	SIZE	GPM	SIZE
0 - 8	¾"	20 - 30	1½"
8 - 12	1"	30 - 50	2"
12 - 20	1¼"	50 - 80	2½"

NOTE ; MINIMUM PIPE SIZE TO EACH SPRINKLER SHALL BE THE SAME SIZE OF THE SPRINKLER HEAD INLET.

CD #1

Revision Schedule		
Number	Description	Date

DEVELOPERS:
MOLASKY DEVELOPMENT
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
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ENGINEERS/CONSULTANTS:
walter p moore
ATWELL
IMEG
SES SPECIALIZED ENGINEERING SOLUTIONS

Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: IRRIGATION PLAN

Approved: Project Director

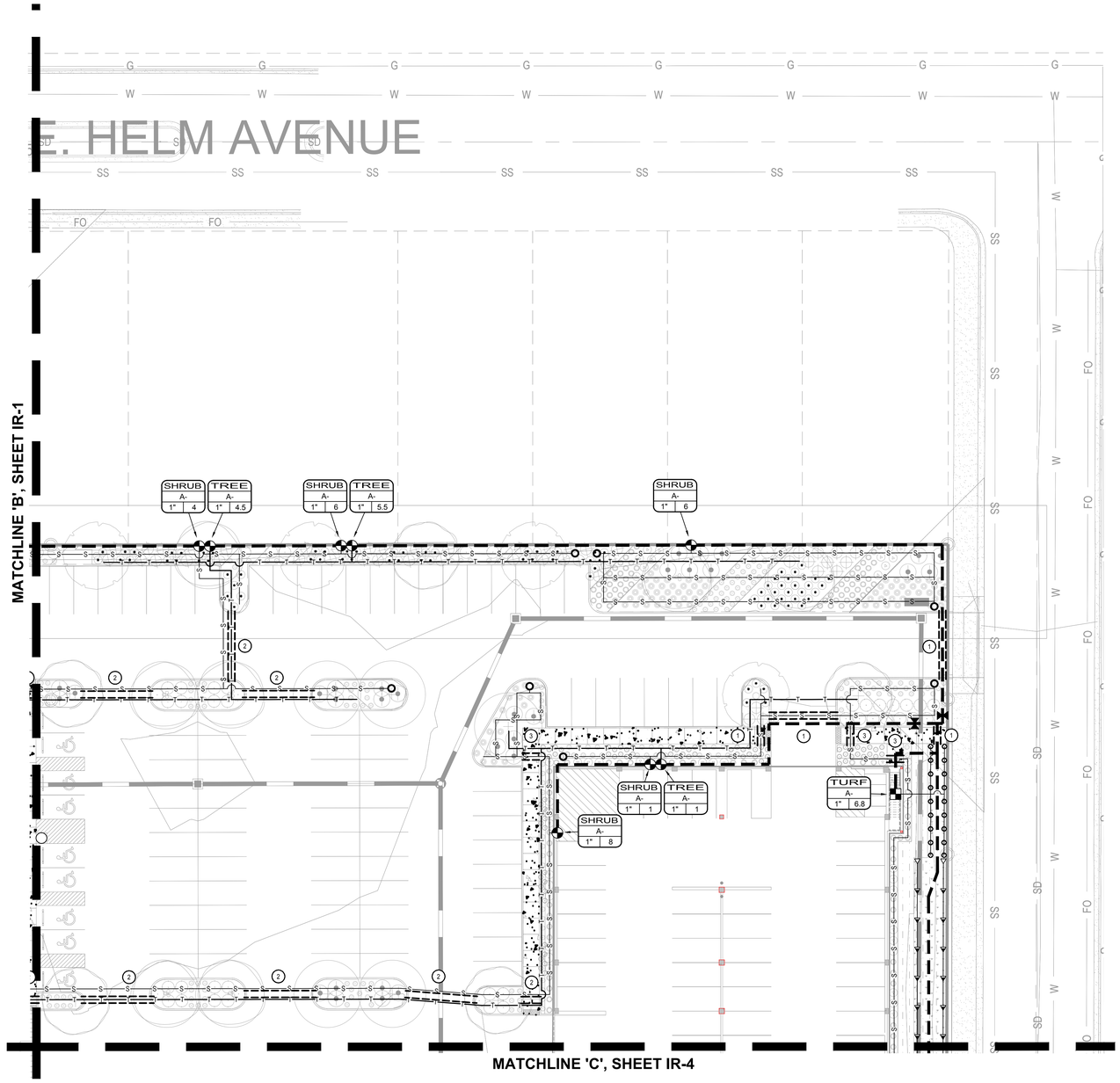
Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)

Location: SOUTH SALT LAKE CITY, UT Scale: 1" = 20'

Date: 5/1/2026 | Checked: NS | Drawn: BH

Project Number: 36C10F23R0061
Building Number:
Drawing Number: IR-101
Dwg of
Volume: of

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IRRIGATION LEGEND

SYMBOL	MANUFACTURER	MODEL NUMBER	DESCRIPTION
M	PER CIVIL PLANS	PER CIVIL PLANS	WATER METER PER CIVIL PLANS
A	BASELINE	BL-3200X-R36	WALL MOUNT MODULAR CONTROLLER AND WI-FI CONNECTION SEE DETAILS 1, 2/SHEET IR-201
	FEBCO	825YA-SIZE PER PLAN	BACKFLOW PREVENTER WITH SBBC-22ALI STRONGBOX ENCLOSURE SEE DETAILS 1, 3/SHEET IR-201
	BASELINE	BL-5201MV	MASTER VALVE, NORMALLY CLOSED, SOLENOID ACTUATED SEE DETAILS 1, 6, 10, 11, 12/SHEET IR-201
	BASELINE	BL-PFS150	FLOW SENSOR SEE DETAILS 1, 7, 10, 11, 12/SHEET IR-201
	APOLLO	102T-K SERIES	BRASS GATE VALVES WITH CROSS TOP HANDLE, MAINLINE SIZE SEE DETAIL 9/SHEET IR-201
	HUNTER	ICZ-101-25	DRIP VALVE ASSEMBLY WITH BALL VALVE SEE DETAILS 10, 11, 12/SHEET IR-201 AND DETAIL 2/SHEET IR-202
	HUNTER	ICV-101G WITHAS-40	CONTROL VALVE WITH PRESSURE REGULATOR AND BALL VALVE SEE DETAILS 10, 11, 12/SHEET IR-201 AND DETAIL 1/SHEET IR-202
	END FLUSH CAP	PER DETAIL	DRIP FLUSH ASSEMBLY SEE DETAIL 7/SHEET IR-202
EZ	EZ-FLO	EZ010-HC	INJECTION SYSTEM SEE DETAILS 8, 10, 11, 12/SHEET IR-201
	MAINLINE	1-1/2" SCHEDULE 40 PVC	MAINLINE PIPE SEE DETAIL 4/SHEET IR-201
T T	PER CONTRACTOR	CLASS 200 PVC	PVC PIPE - TO TREES 3/4" UNLESS OTHERWISE SPECIFIED SEE DETAIL 4/SHEET IR-201 AND DETAILS 3, 4/SHEET IR-202
S S	PER CONTRACTOR	CLASS 200 PVC	PVC PIPE - TO SHRUBS 3/4" UNLESS OTHERWISE SPECIFIED SEE DETAIL 4/SHEET IR-201 AND DETAILS 3, 5, 6/SHEET IR-202
	PER CONTRACTOR	CLASS 200 PVC	PVC PIPE - TO TURF 3/4" UNLESS OTHERWISE SPECIFIED SEE DETAIL 4/SHEET IR-201
T T		PER NOTE #5	UNCONNECTED PIPE CROSSING
	PER CONTRACTOR	PVC IRRIGATION SLEEVE SEE NOTE #9	SLEEVING SEE DETAILS 4, 5/SHEET IR-201
		(1) (2) 2" PVC SLEEVES (1) 4" PVC SLEEVE	(2) (2) 2" PVC SLEEVES (3) (1) 2" PVC SLEEVE
	HUNTER	PROS-6-PRS40	6" PRS 40 BODY ON SWING JOINT WITH MP2000 NOZZLE SEE DETAIL 9/SHEET IR-202
	HUNTER	PROS-6-PRS40	6" PRS 40 BODY ON SWING JOINT WITH MP1000 NOZZLE SEE DETAIL 9/SHEET IR-202
	HUNTER	PROS-6-PRS40	6" PRS 40 BODY ON SWING JOINT WITH MP800 NOZZLE SEE DETAIL 9/SHEET IR-202

IRRIGATION NOTES

1. BOOSTER PUMP STATION MAY BE NEEDED IF PRESSURE IS TOO LOW. 40 PSI IS NEEDED AT THE SPRAY HEAD FOR PEAK PERFORMANCE.
2. ALL VALVE BOXES SHALL BE TAN IN COLOR.
3. ALL VALVE BOXES TO BE IN LANDSCAPE AREAS.
4. ALL VALVE BOXES TO BE EITHER CARSON OR OLD CASTLE
5. ALL CONTROL WIRING SHALL BE 14 G AWG-UF DIRECT BURIAL WIRE.
6. ALL PIPE AND WIRING UNDER PAVED SURFACES SHALL BE IN SCHEDULE 40 PVC SLEEVES, WHETHER OR NOT SHOWN. INSTALL 2" WIRE SLEEVE ADJACENT TO PIPE SLEEVE FOR ALL PAVEMENT CROSSINGS.
7. MAINLINE, LATERAL PVC PIPE OR POLYETHYLENE TUBING FROM DIFFERENT VALVES SHALL BE UNCONNECTED, WHETHER OR NOT SHOWN.
8. CONTRACTOR SHALL FIELD VERIFY PRESSURE PRIOR TO ORDERING MATERIALS OR STARTING ANY IRRIGATION INSTALLATION AND NOTIFY CONSULTANT OF ANY DIFFERENCE FROM STATED PRESSURE. IF CONTRACTOR FAILS TO NOTIFY CONSULTANT HE ASSUMES FULL RESPONSIBILITY FOR ANY SYSTEM ALTERATIONS AS DIRECTED BY THE CONSULTANT.
8. INSTALL HUNTER DRIP EMITTERS TO PLANT MATERIAL PER DETAILS AND THE FOLLOWING SCHEDULE.

PLANT SIZE:	EMITTER NUMBER	QUANTITY
CACTUS/ACCENTS	HEB-050	1 EACH
1 GAL. SHRUB	HEB-10	2 EACH
3 GAL. SHRUB	HEB-10	2 EACH
5 GAL. SHRUB	HEB-10	2 EACH
24" BOX TREE	HEB-20	4 EACH
36" BOX TREE	HEB-20	6 EACH
42" BOX TREE	HEB-20	8 EACH
48" BOX TREE	HEB-20	8 EACH

CONTRACTOR SHALL INCREASE OR DECREES EMITTER SIZING FOR SHRUBS AND SUCCULENTS BASED ON EXPOSURE. EMITTERS ONLY ARE TO BE INSTALLED ABOVE GRADE AND ALL PIPING SHALL BE THOROUGHLY FLUSHED PRIOR TO EMITTER INSTALLATION AS PER DETAILS AND SPECIFICATIONS. CONTRACTOR IS RESPONSIBLE FOR ANY NECESSARY FLUSHING OF EMITTERS DUE TO CLOGGING FOR THE DURATION OF THE MAINTENANCE PERIOD AS OUTLINED IN THE LANDSCAPE SPECIFICATION. CONTRACTOR IS RESPONSIBLE FOR REPLACEMENT OF ANY PLANT MATERIAL WHICH DIES DURING THE MAINTENANCE PERIOD AS A RESULT OF EMITTER CLOGGING.

9. INSTALL IRRIGATION SLEEVES UNDER ALL SIDEWALKS PER THE FOLLOWING SCHEDULE:

PIPE SIZE OR WIRE QUANTITY	REQUIRED SLEEVE(S)
DRIP TUBING	1 - 2" SCH 40 PVC
¾" LATERAL	1 - 2" SCH 40 PVC
1" LATERAL	1 - 2" SCH 40 PVC
1¼" LATERAL	1 - 2" SCH 40 PVC
1½" LATERAL	1 - 4" SCH 40 PVC
2" LATERAL	1 - 4" SCH 40 PVC
1" PRESSURE SUPPLY PIPE	1 - 4" SCH 40 PVC
1½" PRESSURE SUPPLY PIPE	1 - 4" SCH 40 PVC
2" PRESSURE SUPPLY PIPE	1 - 4" SCH 40 PVC
2½" PRESSURE SUPPLY PIPE	1 - 6" SCH 40 PVC
3" PRESSURE SUPPLY PIPE	1 - 6" SCH 40 PVC
1 - 20 CONTROL WIRES	1 - 2" SCH 40 PVC
21 - 40 CONTROL WIRES	2 - 2" SCH 40 PVC

10. CONTRACTOR TO FIELD VERIFY SIZE, LOCATION AND QUANTITY OF EXISTING SLEEVES INSTALLED UNDER STREET IMPROVEMENT PACKAGE PRIOR TO INSTALLATION OF IRRIGATION SYSTEM, AND NOTIFY CONSULTANT OF ANY DIFFERENCES.
11. CONTRACTOR SHALL COMPLETE THE FOLLOWING PRIOR TO FINAL WALK-THROUGH:
    A. CONSTRUCTION RECORD (AS-BUILT) DRAWINGS.
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12. THESE IRRIGATION CONSTRUCTION DOCUMENTS, INCLUDING ALL PLANS, NOTES, DETAILS, AND SPECIFICATIONS ARE INTENDED TO FACILITATE THE INSTALLATION CONTRACTOR BY PROVIDING GENERAL GUIDELINES FOR DESIGN INTENT. CONTRACTOR SHALL PROVIDE 100% COVERAGE FOR ALL PLANT MATERIAL. THEREFORE, ALL IRRIGATION ELEMENTS GRAPHICALLY REPRESENTED IN THESE CONSTRUCTION DOCUMENTS ARE SCHEMATIC. FIELD MODIFICATIONS MAY OCCUR IN ORDER TO FULFILL THE DESIGN INTENT OF THE DRAWINGS. CONTRACTOR SHALL CONSULT WITH IRRIGATION DESIGNER AND PREPARE AS-BUILT PLANS SHOULD FIELD MODIFICATIONS BE NECESSARY.

VALVE TAG:

SHRUB / A-01 / 1" | 5
- SHRUB — VALVE TYPE
- A-01 — CONTROLLER AND STATION
- 1" — GALLONS PER MINUTE
- 5 — VALVE SIZE

PIPE SIZING SCHEDULE:

GPM	SIZE	GPM	SIZE
0 - 8	¾"	20 - 30	1½"
8 - 12	1"	30 - 50	2"
12 - 20	1¼"	50 - 80	2½"

NOTE ; MINIMUM PIPE SIZE TO EACH SPRINKLER SHALL BE THE SAME SIZE OF THE SPRINKLER HEAD INLET.

N

20' 0 10' 20' 40'

CD #1

Revision Schedule		
Number	Description	Date

MOLASKY DEVELOPMENT

DEVELOPERS:

100 North City Parkway
Suite 1520
Las Vegas, NV 89106

Telephone: +1 702 735 0155

www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:

Layton Construction
9090 S Sandy Parkway
Sandy, UT 84070

Telephone: +1 801 568 9090

https://www.laytonconstruction.com

Stamp: STATE OF UTAH — BRETT ANDERSON — No. 6375834 — LICENSED LANDSCAPE ARCHITECT

ARCHITECT:

PERKINS EASTMAN

1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS:

walter p moore

ATWELL

IMEG

SES SPECIALIZED ENGINEERING SOLUTIONS

Office of Construction and Facilities Management

VA U.S. Department of Veterans Affairs

Drawing Title: IRRIGATION PLAN

Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)

Location: SOUTH SALT LAKE CITY, UT Scale: 1" = 20'

Date: 5/1/2026 | Checked: NS | Drawn: BH

Project Number: 36C10F23R0061

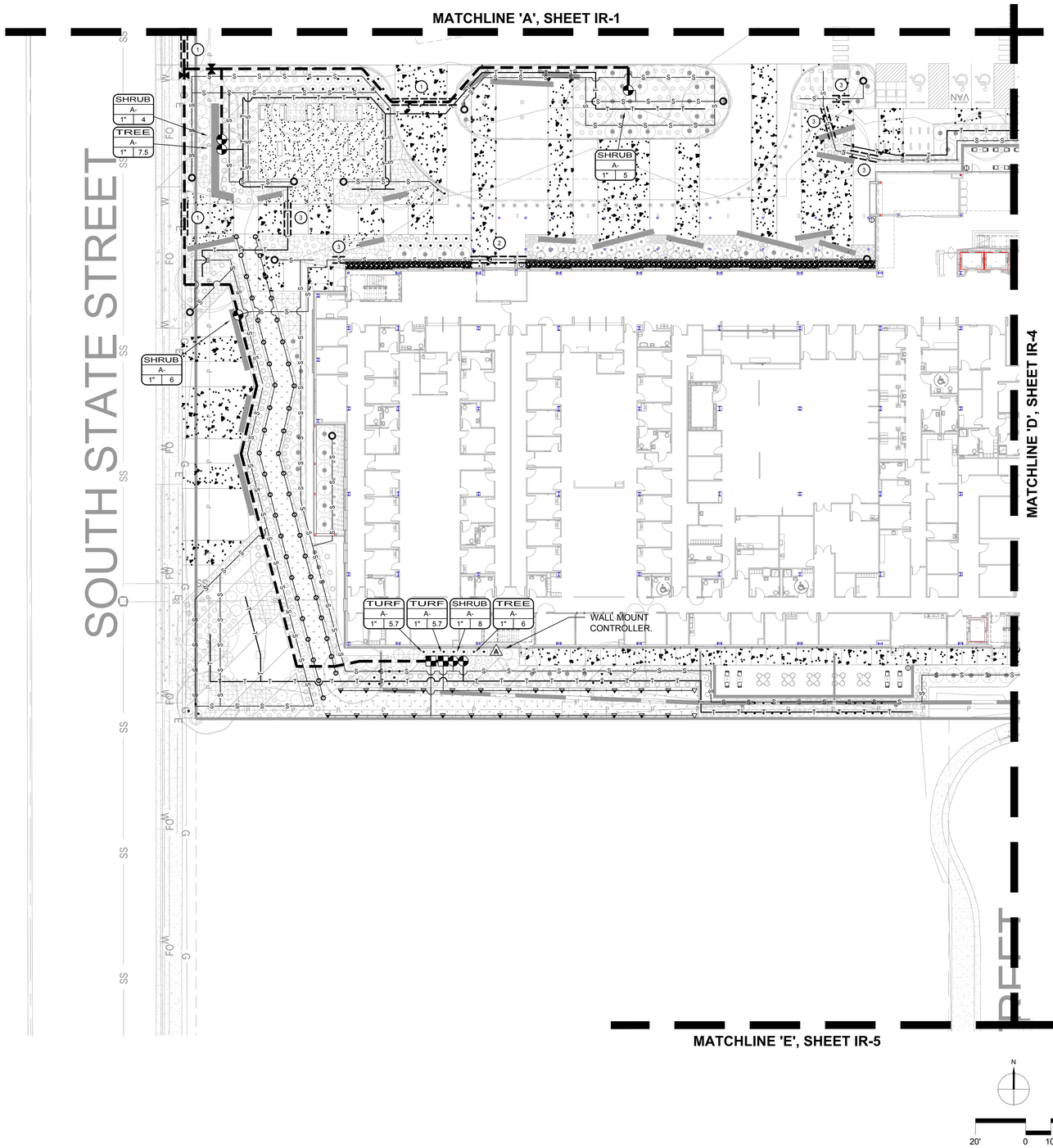
Building Number:

Drawing Number: IR-102

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Volume: of

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IRRIGATION LEGEND

SYMBOL	MANUFACTURER	MODEL NUMBER	DESCRIPTION
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	BASELINE	BL-3200X-R36	WALL MOUNT MODULAR CONTROLLER AND WI-FI CONNECTION SEE DETAILS 1, 2/SHEET IR-201
	FEBCO	825YA-SIZE PER PLAN	BACKFLOW PREVENTER WITH SBBC-22ALI STRONGBOX ENCLOSURE SEE DETAILS 1, 3/SHEET IR-201
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	BASELINE	BL-PFS150	FLOW SENSOR SEE DETAILS 1, 7, 10, 11, 12/SHEET IR-201
	APOLLO	102T-K SERIES	BRASS GATE VALVES WITH CROSS TOP HANDLE, MAINLINE SIZE SEE DETAIL 9/SHEET IR-201
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VALVE TAG:

SHRUB / A-01 / 1" 5
- VALVE TYPE
- CONTROLLER AND STATION
- GALLONS PER MINUTE
- VALVE SIZE

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PIPE SIZING SCHEDULE:

GPM	SIZE	GPM	SIZE
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CD #1

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Number	Description	Date

MOLASKY DEVELOPMENT

DEVELOPERS:
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:
Layton Construction
9090 S Sandy Parkway
Sandy, UT 84070
Telephone: +1 801 568 9090
https://www.laytonconstruction.com

Stamp: STATE OF UTAH — BRETT ANDERSON — No. 6375834 — LICENSED LANDSCAPE ARCHITECT

ARCHITECT:
PERKINS EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS:
walter p moore
ATWELL
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SES SPECIALIZED ENGINEERING SOLUTIONS

Office of Construction and Facilities Management
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Drawing Title: IRRIGATION PLAN

Approved: Project Director

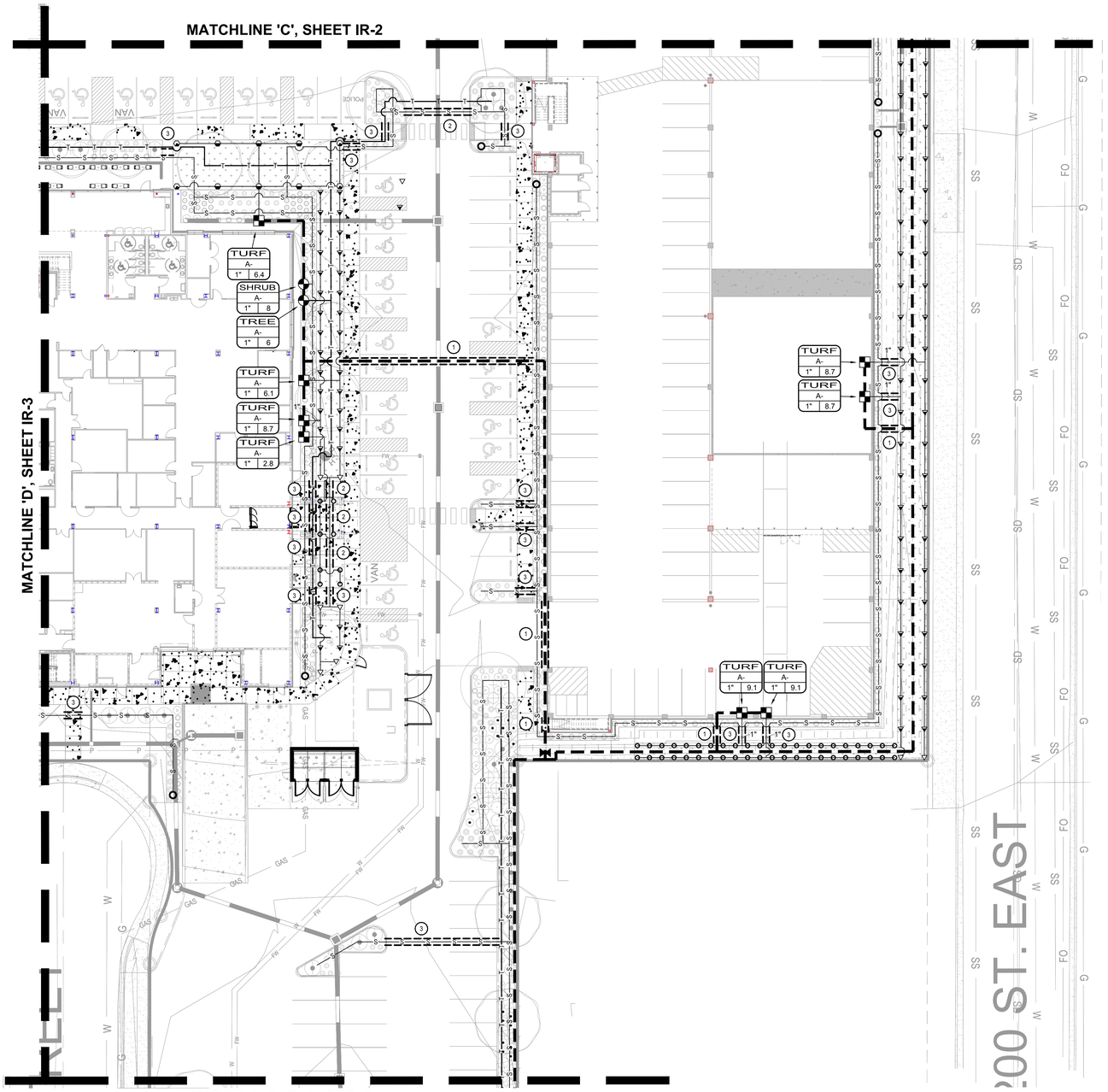
Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)

Location: SOUTH SALT LAKE CITY, UT Scale: 1" = 20'

Date: 5/1/2026 | Checked: NS | Drawn: BH

Project Number: 36C10F23R0061
Building Number:
Drawing Number: IR-103
Dwg of
Volume: of

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VALVE TAG:

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2" LATERAL	1 - 4" SCH 40 PVC
1" PRESSURE SUPPLY PIPE	1 - 4" SCH 40 PVC
1½" PRESSURE SUPPLY PIPE	1 - 4" SCH 40 PVC
2" PRESSURE SUPPLY PIPE	1 - 4" SCH 40 PVC
2½" PRESSURE SUPPLY PIPE	1 - 6" SCH 40 PVC
3" PRESSURE SUPPLY PIPE	1 - 6" SCH 40 PVC
1 - 20 CONTROL WIRES	1 - 2" SCH 40 PVC
21 - 40 CONTROL WIRES	2 - 2" SCH 40 PVC

10. CONTRACTOR TO FIELD VERIFY SIZE, LOCATION AND QUANTITY OF EXISTING SLEEVES INSTALLED UNDER STREET IMPROVEMENT PACKAGE PRIOR TO INSTALLATION OF IRRIGATION SYSTEM, AND NOTIFY CONSULTANT OF ANY DIFFERENCES.
11. CONTRACTOR SHALL COMPLETE THE FOLLOWING PRIOR TO FINAL WALK-THROUGH:
    A. CONSTRUCTION RECORD (AS-BUILT) DRAWINGS.
    B. CONTROLLER DATA SHEETS, INCLUDING IN DIGITAL FORMAT.
12. THESE IRRIGATION CONSTRUCTION DOCUMENTS, INCLUDING ALL PLANS, NOTES, DETAILS, AND SPECIFICATIONS ARE INTENDED TO FACILITATE THE INSTALLATION CONTRACTOR BY PROVIDING GENERAL GUIDELINES FOR DESIGN INTENT. CONTRACTOR SHALL PROVIDE 100% COVERAGE FOR ALL PLANT MATERIAL. THEREFORE, ALL IRRIGATION ELEMENTS GRAPHICALLY REPRESENTED IN THESE CONSTRUCTION DOCUMENTS ARE SCHEMATIC. FIELD MODIFICATIONS MAY OCCUR IN ORDER TO FULFILL THE DESIGN INTENT OF THE DRAWINGS. CONTRACTOR SHALL CONSULT WITH IRRIGATION DESIGNER AND PREPARE AS-BUILT PLANS SHOULD FIELD MODIFICATIONS BE NECESSARY.

PIPE SIZING SCHEDULE:

GPM	SIZE	GPM	SIZE
0 - 8	¾"	20 - 30	1½"
8 - 12	1"	30 - 50	2"
12 - 20	1¼"	50 - 80	2½"

NOTE ; MINIMUM PIPE SIZE TO EACH SPRINKLER SHALL BE THE SAME SIZE OF THE SPRINKLER HEAD INLET.

N

20' 0 10' 20' 40'

CD #1

Revision Schedule		
Number	Description	Date

MOLASKY DEVELOPMENT

DEVELOPERS:

100 North City Parkway
Suite 1520
Las Vegas, NV 89106

Telephone: +1 702 735 0155

www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:

Layton Construction
9090 S Sandy Parkway
Sandy, UT 84070

Telephone: +1 801 568 9090

https://www.laytonconstruction.com

Stamp: STATE OF UTAH — BRETT ANDERSON — No. 6375834 — LICENSED LANDSCAPE ARCHITECT

ARCHITECT:

PERKINS EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS:

walter p moore
ATWELL
IMEG
SES SPECIALIZED ENGINEERING SOLUTIONS

Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: IRRIGATION PLAN

Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)

Location: SOUTH SALT LAKE CITY, UT Scale: 1" = 20'

Date: 5/1/2026 | Checked: NS | Drawn: BH

Project Number: 36C10F23R0061

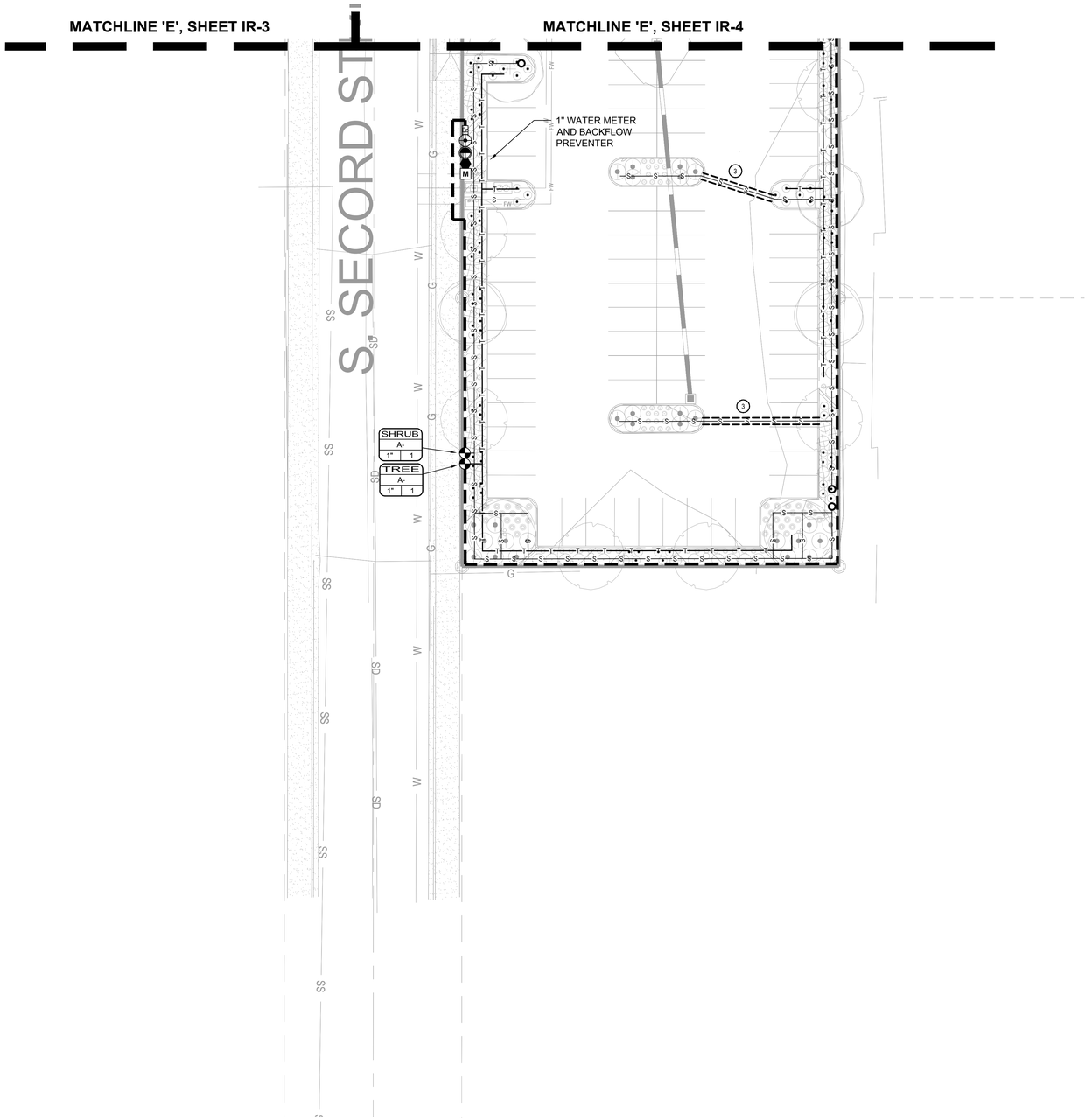
Building Number:

Drawing Number: IR-104

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Volume: of

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IRRIGATION LEGEND

SYMBOL	MANUFACTURER	MODEL NUMBER	DESCRIPTION
M	PER CIVIL PLANS	PER CIVIL PLANS	WATER METER PER CIVIL PLANS
	BASELINE	BL-3200X-R36	WALL MOUNT MODULAR CONTROLLER AND WI-FI CONNECTION SEE DETAILS 1, 2/SHEET IR-201
	FEBCO	825YA-SIZE PER PLAN	BACKFLOW PREVENTER WITH SBBC-22ALI STRONGBOX ENCLOSURE SEE DETAILS 1, 3/SHEET IR-201
	BASELINE	BL-5201MV	MASTER VALVE, NORMALLY CLOSED, SOLENOID ACTUATED SEE DETAILS 1, 6, 10, 11, 12/SHEET IR-201
	BASELINE	BL-PFS150	FLOW SENSOR SEE DETAILS 1, 7, 10, 11, 12/SHEET IR-201
	APOLLO	102T-K SERIES	BRASS GATE VALVES WITH CROSS TOP HANDLE, MAINLINE SIZE SEE DETAIL 9/SHEET IR-201
	HUNTER	ICZ-101-25	DRIP VALVE ASSEMBLY WITH BALL VALVE SEE DETAILS 10, 11, 12/SHEET IR-201 AND DETAIL 2/SHEET IR-202
	HUNTER	ICV-101G WITHAS-40	CONTROL VALVE WITH PRESSURE REGULATOR AND BALL VALVE SEE DETAILS 10, 11, 12/SHEET IR-201 AND DETAIL 1/SHEET IR-202
	END FLUSH CAP	PER DETAIL	DRIP FLUSH ASSEMBLY SEE DETAIL 7/SHEET IR-202
EZ	EZ-FLO	EZ010-HC	INJECTION SYSTEM SEE DETAILS 8, 10, 11, 12/SHEET IR-201
	MAINLINE	1-1/2" SCHEDULE 40 PVC	MAINLINE PIPE SEE DETAIL 4/SHEET IR-201
T T	PER CONTRACTOR	CLASS 200 PVC	PVC PIPE - TO TREES 3/4" UNLESS OTHERWISE SPECIFIED SEE DETAIL 4/SHEET IR-201 AND DETAILS 3, 4/SHEET IR-202
S S	PER CONTRACTOR	CLASS 200 PVC	PVC PIPE - TO SHRUBS 3/4" UNLESS OTHERWISE SPECIFIED SEE DETAIL 4/SHEET IR-201 AND DETAILS 3, 5, 6/SHEET IR-202
	PER CONTRACTOR	CLASS 200 PVC	PVC PIPE - TO TURF 3/4" UNLESS OTHERWISE SPECIFIED SEE DETAIL 4/SHEET IR-201
T T		PER NOTE #5	UNCONNECTED PIPE CROSSING
	PER CONTRACTOR	PVC IRRIGATION SLEEVE SEE NOTE #9	SLEEVING SEE DETAILS 4, 5/SHEET IR-201
		(1) (2) 2" PVC SLEEVES (1) 4" PVC SLEEVE	(2) (2) 2" PVC SLEEVES (3) (1) 2" PVC SLEEVE
	HUNTER	PROS-6-PRS40	6" PRS 40 BODY ON SWING JOINT WITH MP2000 NOZZLE SEE DETAIL 9/SHEET IR-202
	HUNTER	PROS-6-PRS40	6" PRS 40 BODY ON SWING JOINT WITH MP1000 NOZZLE SEE DETAIL 9/SHEET IR-202
	HUNTER	PROS-6-PRS40	6" PRS 40 BODY ON SWING JOINT WITH MP800 NOZZLE SEE DETAIL 9/SHEET IR-202

IRRIGATION NOTES

1. BOOSTER PUMP STATION MAY BE NEEDED IF PRESSURE IS TOO LOW. 40 PSI IS NEEDED AT THE SPRAY HEAD FOR PEAK PERFORMANCE.
2. ALL VALVE BOXES SHALL BE TAN IN COLOR.
3. ALL VALVE BOXES TO BE IN LANDSCAPE AREAS.
4. ALL VALVE BOXES TO BE EITHER CARSON OR OLD CASTLE
5. ALL CONTROL WIRING SHALL BE 14 G AWG-UF DIRECT BURIAL WIRE.
6. ALL PIPE AND WIRING UNDER PAVED SURFACES SHALL BE IN SCHEDULE 40 PVC SLEEVES, WHETHER OR NOT SHOWN. INSTALL 2" WIRE SLEEVE ADJACENT TO PIPE SLEEVE FOR ALL PAVEMENT CROSSINGS.
7. MAINLINE, LATERAL PVC PIPE OR POLYETHYLENE TUBING FROM DIFFERENT VALVES SHALL BE UNCONNECTED, WHETHER OR NOT SHOWN.
8. CONTRACTOR SHALL FIELD VERIFY PRESSURE PRIOR TO ORDERING MATERIALS OR STARTING ANY IRRIGATION INSTALLATION AND NOTIFY CONSULTANT OF ANY DIFFERENCE FROM STATED PRESSURE. IF CONTRACTOR FAILS TO NOTIFY CONSULTANT HE ASSUMES FULL RESPONSIBILITY FOR ANY SYSTEM ALTERATIONS AS DIRECTED BY THE CONSULTANT.
8. INSTALL HUNTER DRIP EMITTERS TO PLANT MATERIAL PER DETAILS AND THE FOLLOWING SCHEDULE.

PLANT SIZE	EMITTER NUMBER	QUANTITY
CACTUS/ACCENTS	HEB-050	1 EACH
1 GAL. SHRUB	HEB-10	2 EACH
3 GAL. SHRUB	HEB-10	2 EACH
5 GAL. SHRUB	HEB-10	2 EACH
24" BOX TREE	HEB-20	4 EACH
36" BOX TREE	HEB-20	6 EACH
42" BOX TREE	HEB-20	8 EACH
48" BOX TREE	HEB-20	8 EACH

CONTRACTOR SHALL INCREASE OR DECREES EMITTER SIZING FOR SHRUBS AND SUCCULENTS BASED ON EXPOSURE. EMITTERS ONLY ARE TO BE INSTALLED ABOVE GRADE AND ALL PIPING SHALL BE THOROUGHLY FLUSHED PRIOR TO EMITTER INSTALLATION AS PER DETAILS AND SPECIFICATIONS. CONTRACTOR IS RESPONSIBLE FOR ANY NECESSARY FLUSHING OF EMITTERS DUE TO CLOGGING FOR THE DURATION OF THE MAINTENANCE PERIOD AS OUTLINED IN THE LANDSCAPE SPECIFICATION. CONTRACTOR IS RESPONSIBLE FOR REPLACEMENT OF ANY PLANT MATERIAL WHICH DIES DURING THE MAINTENANCE PERIOD AS A RESULT OF EMITTER CLOGGING.

9. INSTALL IRRIGATION SLEEVES UNDER ALL SIDEWALKS PER THE FOLLOWING SCHEDULE:

PIPE SIZE OR WIRE QUANTITY	REQUIRED SLEEVE(S)
DRIP TUBING	1 - 2" SCH 40 PVC
¾" LATERAL	1 - 2" SCH 40 PVC
1" LATERAL	1 - 2" SCH 40 PVC
1¼" LATERAL	1 - 2" SCH 40 PVC
1½" LATERAL	1 - 4" SCH 40 PVC
2" LATERAL	1 - 4" SCH 40 PVC
1" PRESSURE SUPPLY PIPE	1 - 4" SCH 40 PVC
1½" PRESSURE SUPPLY PIPE	1 - 4" SCH 40 PVC
2" PRESSURE SUPPLY PIPE	1 - 4" SCH 40 PVC
2½" PRESSURE SUPPLY PIPE	1 - 6" SCH 40 PVC
3" PRESSURE SUPPLY PIPE	1 - 6" SCH 40 PVC
1 - 20 CONTROL WIRES	1 - 2" SCH 40 PVC
21 - 40 CONTROL WIRES	2 - 2" SCH 40 PVC

10. CONTRACTOR TO FIELD VERIFY SIZE, LOCATION AND QUANTITY OF EXISTING SLEEVES INSTALLED UNDER STREET IMPROVEMENT PACKAGE PRIOR TO INSTALLATION OF IRRIGATION SYSTEM, AND NOTIFY CONSULTANT OF ANY DIFFERENCES.
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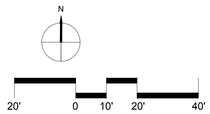
VALVE TAG:

SHRUB / A-01 / 1" | 5
- SHRUB — VALVE TYPE
- A-01 — CONTROLLER AND STATION
- 5 — GALLONS PER MINUTE
- 1" — VALVE SIZE

PIPE SIZING SCHEDULE:

GPM	SIZE	GPM	SIZE
0 - 8	¾"	20 - 30	1½"
8 - 12	1"	30 - 50	2"
12 - 20	1¼"	50 - 80	2½"

NOTE : MINIMUM PIPE SIZE TO EACH SPRINKLER SHALL BE THE SAME SIZE OF THE SPRINKLER HEAD INLET.



CD #1

Revision Schedule		
Number	Description	Date

MOLASKY DEVELOPMENT

DEVELOPERS:

100 North City Parkway
Suite 1520
Las Vegas, NV 89106

Telephone: +1 702 735 0155

www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:

Layton Construction
9090 S Sandy Parkway
Sandy, UT 84070

Telephone: +1 801 568 9090

https://www.laytonconstruction.com

Stamp: STATE OF UTAH — BRETT ANDERSON — No. 6375834 — LICENSED LANDSCAPE ARCHITECT

ARCHITECT: PERKINS EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS: walter p moore; ATWELL; IMEG; SES Specialized Engineering Solutions

Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: IRRIGATION PLAN

Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)

Location: SOUTH SALT LAKE CITY, UT Scale: 1" = 20'

Date: 5/1/2026 | Checked: NS | Drawn: BH

Project Number: 36C10F23R0061

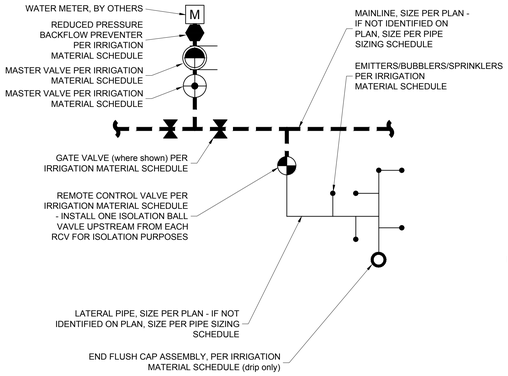
Building Number:

Drawing Number: IR-105

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Volume: of

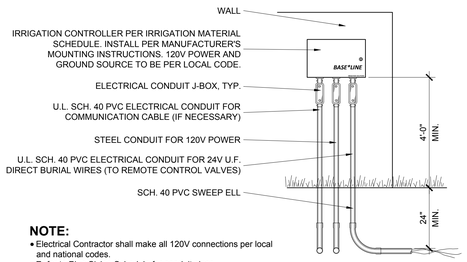
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1 SCHEMATIC IRRIGATION LAYOUT

SCALE: NTS

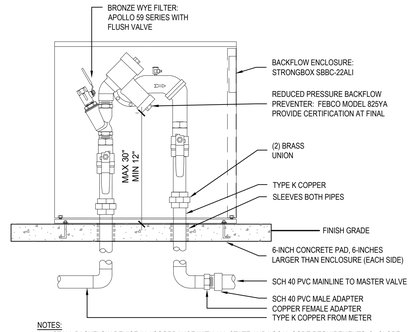
NOTE:
CONTRACTOR TO COORDINATE WITH MAINTENANCE AND GENERAL CONTRACTOR FOR CONTROLLER GROUNDING.



NOTE:
- Electrical Contractor shall make all 120V connections per local and national codes.
- Refer to Pipe Sizing Schedule for conduit sizes.
- Paint all conduit and J-Boxes to match wall.

2 WALL MOUNT CONTROLLER

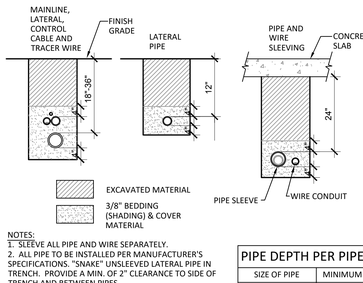
SCALE: NTS



NOTES:
1. INSTALL BACKFLOW DEVICE IN ACCORDANCE WITH ALL STATE AND LOCAL CODE REQUIREMENTS. 2. SLOPE TOP SURFACE OF PAD AT 0.5 % WITH BROOM FINISH. MAKE PIPE SLEEVES WITH 1-1/2 INCH LARGER DIAMETER PIPE THAN PENETRATING PIPE SIZE.
3. ALL HINGED CONNECTION LOCATIONS AND HARDWARE TO BE TAMPER PROOF.
4. ALL WELD JOINTS SHALL BE CONTINUOUS AND GROUND SMOOTH.

3 BACKFLOW PREVENTER

SCALE: NTS



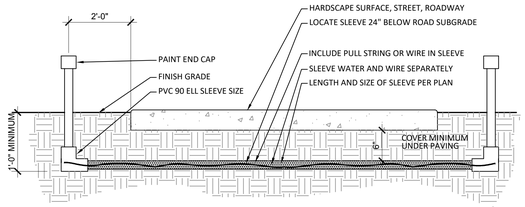
NOTES:
1. SLEEVE ALL PIPE AND WIRE SEPARATELY.
2. ALL PIPE TO BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS. "SNAKE" UNSLEEVED LATERAL PIPE IN TRENCH. PROVIDE A MIN. OF 2" CLEARANCE TO SIDE OF TRENCH AND BETWEEN PIPES.
3. ALL 120-V WIRING SHALL BE INSTALLED IN ACCORDANCE WITH LOCAL CODE REQUIREMENTS.

PIPE DEPTH PER PIPE SIZE	
SIZE OF PIPE	MINIMUM DEPTH
¾" - 2" LATERAL	12"
1" - 2" MAINLINE	18" - 24"
2"+ MAINLINE	36"

4 TRENCH DEPTH

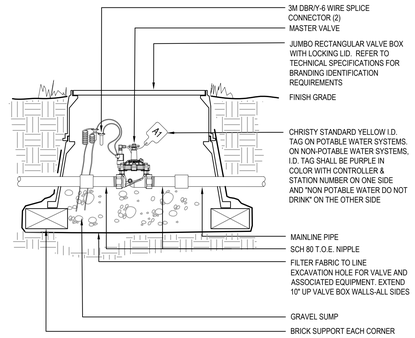
SCALE: NTS

NOTE:
- SIMILAR TREATMENTS AT WALLS, WALKS OR PATIOS.
- COORDINATE SLEEVES INSTALLED BY UNDERGROUND UTILITY CONTRACTOR UNLESS OTHERWISE NOTED.
- RISER DOES NOT HAVE TO MATCH SLEEVE SIZE, AS LONG AS RISER IS VISIBLE POST ROAD INSTALLATION



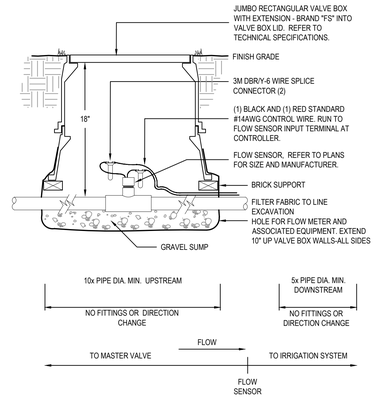
5 PIPE SLEEVE INSTALLATION

SCALE: NTS



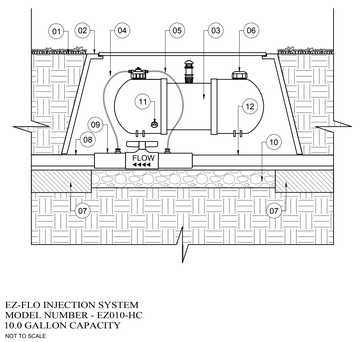
6 MASTER VALVE

SCALE: NTS



7 FLOW SENSOR

SCALE: NTS



01 - FINISHED GRADE

02 - VALVE BOX & COVER 24"X36"X24"

03 - EZ-FLO MODEL EZ010-HC INJECTION SYSTEM 12"X32"X18"

04 - FERTILIZER OUT - CLEAR TUBE

05 - WATER IN - BLACK TUBE

06 - FILL PORT CAP

07 - APPROVED BACKFILL

08 - PVC MAIN LINE TO VALVE MANIFOLD

09 - EZ COUPLING BALL VALVE CONNECTOR (CBV) - MATCH TO PVC PIPE SIZE

10 - PEA GRAVEL (1 CU. FT.)

11 - SYSTEM DRAIN

12 - PVC MAIN LINE FROM BACK FLOW PREVENTER

NOTE: ITEM 09 IS PURCHASED SEPARATELY.

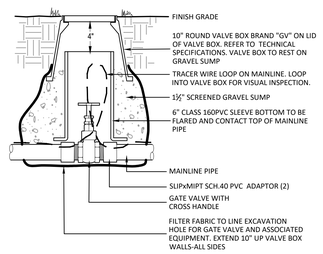
EZ-FLO INJECTION SYSTEM
MODEL NUMBER - EZ010-HC
10.0 GALLON CAPACITY
NOT TO SCALE

SPECIFICATION GRADE	
EZ10-HC	(REFILL EVERY 8 WEEKS)
HYDRO MAXX	2 GAL
ECQ MAXX	7.5 GAL

© 2023 EZ-FLO INJECTION SYSTEMS, INC.

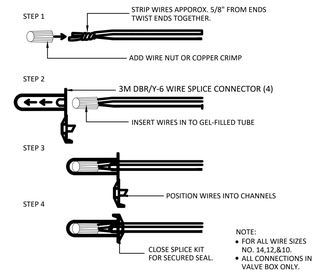
8 EZ-FLO FERTIGATION SYSTEM

SCALE: NTS



9 GATE VALVE

SCALE: NTS



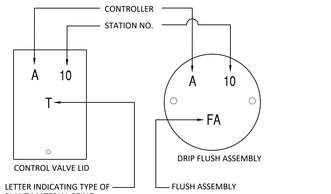
NOTE:
- FOR ALL WIRE SIZES NO. 14,12,&10.
- ALL CONNECTIONS IN VALVE BOX ONLY.

10 WIRE SPLICING

SCALE: NTS

DRIP VALVE ASSEMBLY - (SEE BELOW)
DRIP FLUSH ASSEMBLY - (SEE BELOW)
QUICK COUPLER - "QC" (CENTER OF LID)
GATE VALVE - "GV" (CENTER OF LID)
CONTROL VALVE - (SEE BELOW)
MASTER VALVE - "MV" (CENTER OF LID)
WIRE SPLICE - "WS" (CENTER OF LID)
FLOW SENSOR - "FS" (CENTER OF LID)

DO NOT USE DASHES, HYPHENS OR COMMAS. LETTERS MUST BE STRAIGHT, LEGIBLE, UNIFORM DEPTH IN LID. LIDS MISBRANDED SHALL BE REPLACED BY CONTRACTOR.

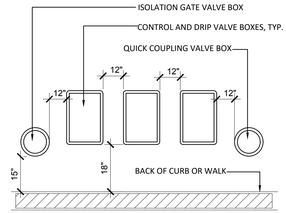


LETTER INDICATING TYPE OF PLANT MATERIAL BEING IRRIGATED BY VALVE:
"T" - TREE
"S" - SHRUB
"L" - LAWN

NOTE: BRAND CHARACTERS WITH HOT BRANDING IRON 2" HEIGHT. REFER TO TECHNICAL SPECIFICATION FOR CHARACTER SIZE AND DEPTH REQUIREMENTS.

11 VALVE BOX BRANDING

SCALE: NTS



NOTE:
DO NOT PLACE IN LARGE TURF AREAS. KEEP NEAR HARDSCAPE FOR EASE OF LOCATION.

12 VALVE BOX LAYOUT

SCALE: NTS

CD #1

Revision Schedule		
Number	Description	Date

DEVELOPERS:
MOLASKY DEVELOPMENT
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:
Layton Construction
9090 S Sandy Parkway
Sandy, UT 84070
Telephone: +1 801 568 9090
https://www.laytonconstruction.com

Stamp:
STATE OF UTAH
BRETT ANDERSON
No. 6375834
LICENSED LANDSCAPE ARCHITECT

ARCHITECT:
PERKINS EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS:
walter p moore
ATWELL
IMEG
SES SPECIALIZED ENGINEERING SOLUTIONS

Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: IRRIGATION DETAILS

Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)

Location: SOUTH SALT LAKE CITY, UT Scale:

Date	Checked	Drawn
5/1/2026	NS	BH

Project Number: 36C10F23R0061

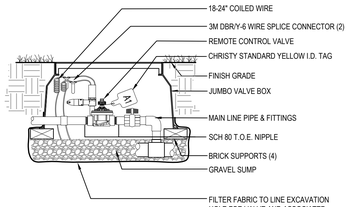
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Drawing Number: IR-201

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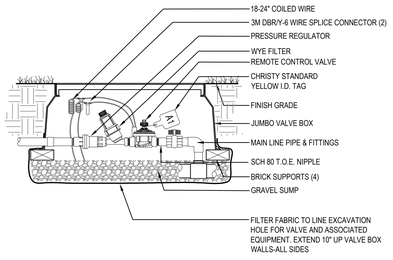
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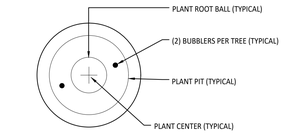
1 CONTROL VALVE ASSEMBLY

SCALE: NTS

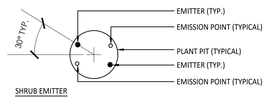


2 DRIP CONTROL VALVE

SCALE: NTS



TREE BUBBLER



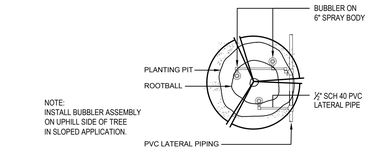
SHRUB EMITTER

NOTE:
ALL EMISSION POINTS SHALL BE LOCATED ON UPHILL SIDE OF PLANT MATERIAL. DETAIL REPRESENTS TYPICAL INSTALLATION, ANY ADDITIONAL EMISSION POINTS SHALL BE WITHIN PLANT PIT PERIMETER.

THIS IS A WATERING GUIDE ONLY. SITE, SOIL AND PLANT CONDITIONS VARY GREATLY. CONTRACTOR MUST OBSERVE THE PLANT MATERIAL AND MAKE ADJUSTMENTS AS NECESSARY FOR THE WELL-BEING OF THE PLANTS.

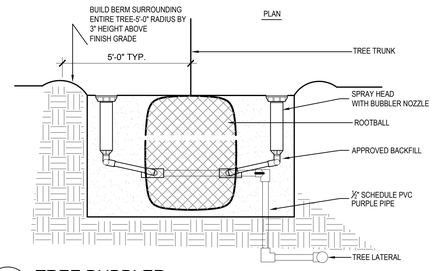
3 TREE & SHRUB EMITTER/BUBBLER LOCATIONS

SCALE: NTS



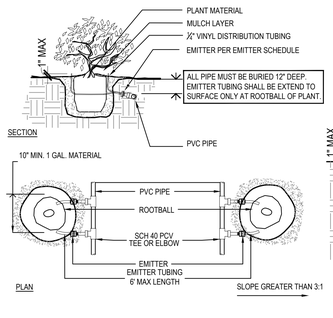
NOTE:
INSTALL BUBBLER ASSEMBLY ON UPHILL SIDE OF TREE IN SLOPED APPLICATION.

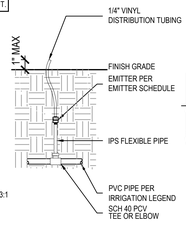
PLAN



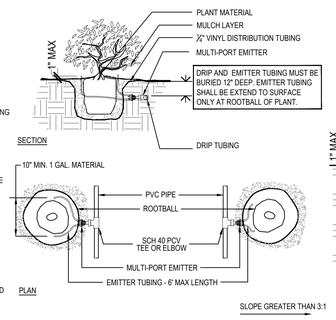
4 TREE BUBBLER

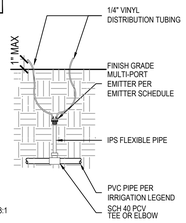
SCALE: NTS



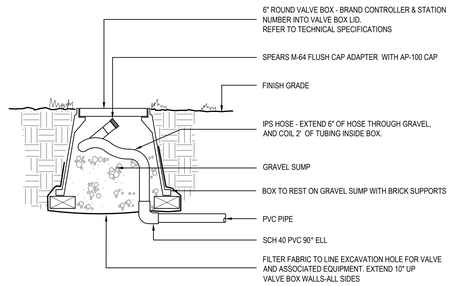


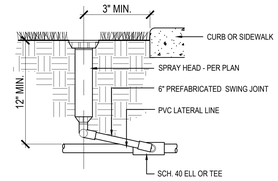
NOTES:
INSTALL PRESSURE COMPENSATING DRIP EMITTERS WITH DISTRIBUTION TUBES EQUALLY SPACED AROUND ROOTBALL. LOCATE EMITTER DISTRIBUTION TUBE ON UPHILL SIDE OF SLOPE. DISTRIBUTION TUBING TO BE INSTALLED SO THEY ARE VISIBLE NO GREATER THAN 1 INCH ABOVE FINISH GRADE. DETAIL REPRESENTS TYPICAL INSTALLATION, REFER TO IRRIGATION LEGEND FOR MULTI-PORT EMITTER QUANTITIES.





NOTES:
INSTALL PRESSURE COMPENSATING DRIP EMITTERS WITH DISTRIBUTION TUBES EQUALLY SPACED AROUND ROOTBALL. LOCATE EMITTER DISTRIBUTION TUBE ON UPHILL SIDE OF SLOPE. DISTRIBUTION TUBING TO BE INSTALLED SO THEY ARE VISIBLE NO GREATER THAN 1 INCH ABOVE FINISH GRADE. DETAIL REPRESENTS TYPICAL INSTALLATION, REFER TO IRRIGATION LEGEND FOR MULTI-PORT EMITTER QUANTITIES.





NOTES:
- USE VARIABLE ARC NOZZLES WHEN EDGES CURVE OR BEND.
- CONTRACTOR TO VERIFY SPRAY COVERAGE PRIOR TO SEED OR SOD INSTALLATION.
- CONTRACTOR TO ADJUST HEADS FOR COMPLETE COVERAGE WITHOUT OVERSPRAY AFTER TURF IS ESTABLISHED.
- DO NOT USE TEFLON TAPE ON PVC THREADED JOINTS. USE MANUFACTURES APPROVED SEALING COMPOUND.
- DO NOT OVER TIGHTEN.

5 SINGLE DRIP EMITTER - SHRUB

SCALE: NTS

6 MULTI-PORT EMITTER - SHRUB

SCALE: NTS

7 DRIP FLUSH ASSEMBLY

SCALE: NTS

9 POP-UP SPRAY HEAD

SCALE: NTS

CD #1

Revision Schedule		
Number	Description	Date

DEVELOPERS:

MOLASKY DEVELOPMENT
100 North City Parkway
Suite 1520
Las Vegas, NV 89106
Telephone: +1 702 735 0155
www.molaskyco.com

Layton CONSTRUCTING WITH INTEGRITY

BUILDER:
Layton Construction
9090 S Sandy Parkway
Sandy, UT 84070
Telephone: +1 801 568 9090
https://www.laytonconstruction.com

Stamp:
STATE OF UTAH
BRETT ANDERSON
No. 6375834
LICENSED LANDSCAPE ARCHITECT

ARCHITECT:
PERKINS EASTMAN
1422 S Tryon Street, 3rd Floor, Charlotte, NC 28203
+1 704 940 0501
www.perkinseastman.com

ENGINEERS/CONSULTANTS:
walter p moore
IMEG
ATWELL
SES SPECIALIZED ENGINEERING SOLUTIONS

Office of Construction and Facilities Management
VA U.S. Department of Veterans Affairs

Drawing Title: IRRIGATION DETAILS
Approved: Project Director

Project Title: COMMUNITY-BASED OUTPATIENT CLINIC (CBOC)
Location SOUTH SALT LAKE CITY, UT Scale:
Date 5/1/2026 | Checked NS | Drawn BH

Project Number 36C10F23R0061
Building Number
Drawing Number IR-202
Dwg of
Volume: of

Autodesk Docs://VA Salt Lake City CBOC/0107650_VASLC_ARCH_R24.rvt
12/5/2025 10:48:14 AM

3432 SOUTH STATE STREET SUBDIVISION
Preliminary Plat

3432 S State St

SSLC Planning Commission

June 04, 2026

SOUTH SALT LAKE

General Information

- A petition for approval of a preliminary subdivision to plat three (3) parcels.
- Zoning: Commercial Corridor
- The purpose of the plat is for a new structure at the location.



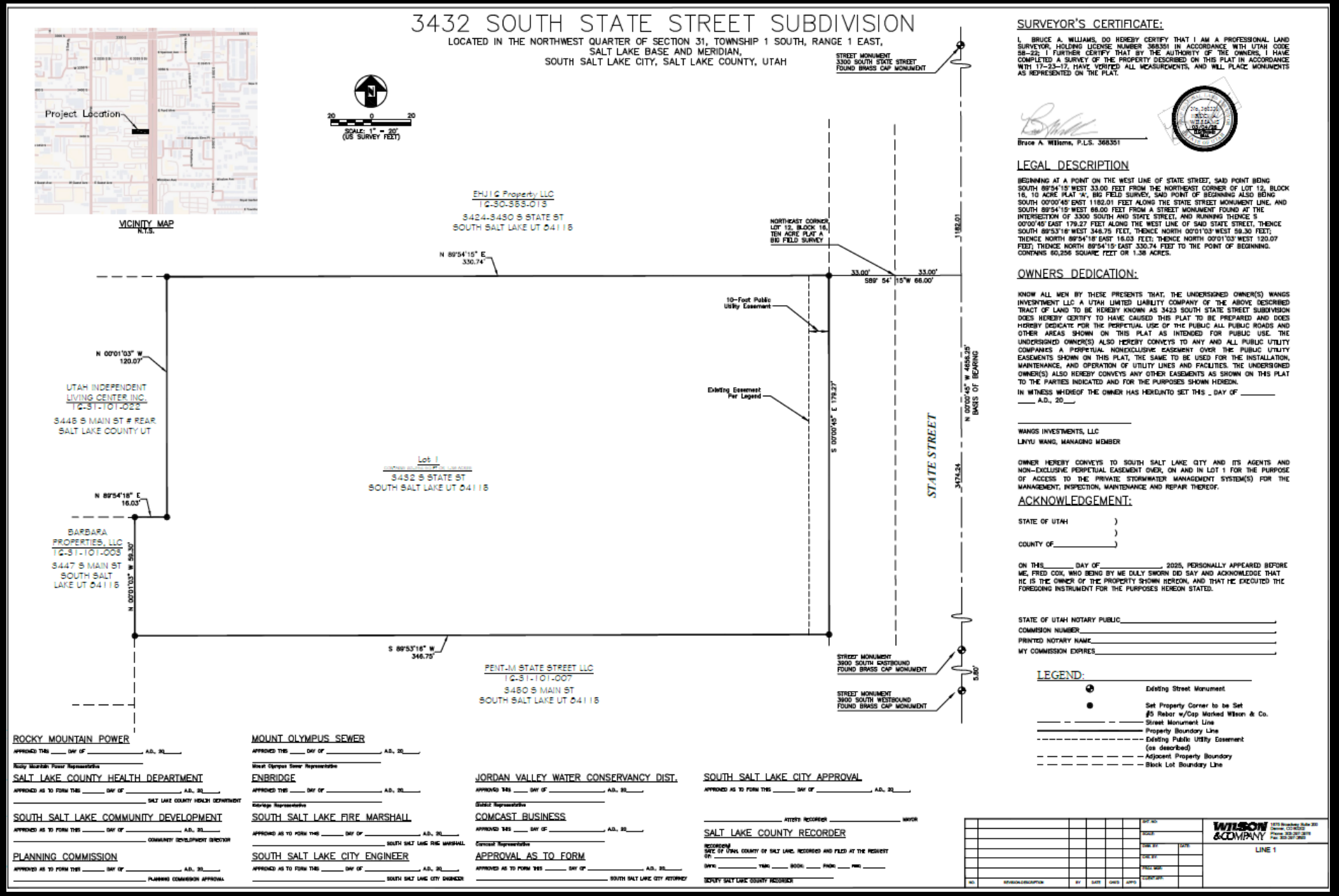
SOUTH SALT LAKE

Existing Conditions



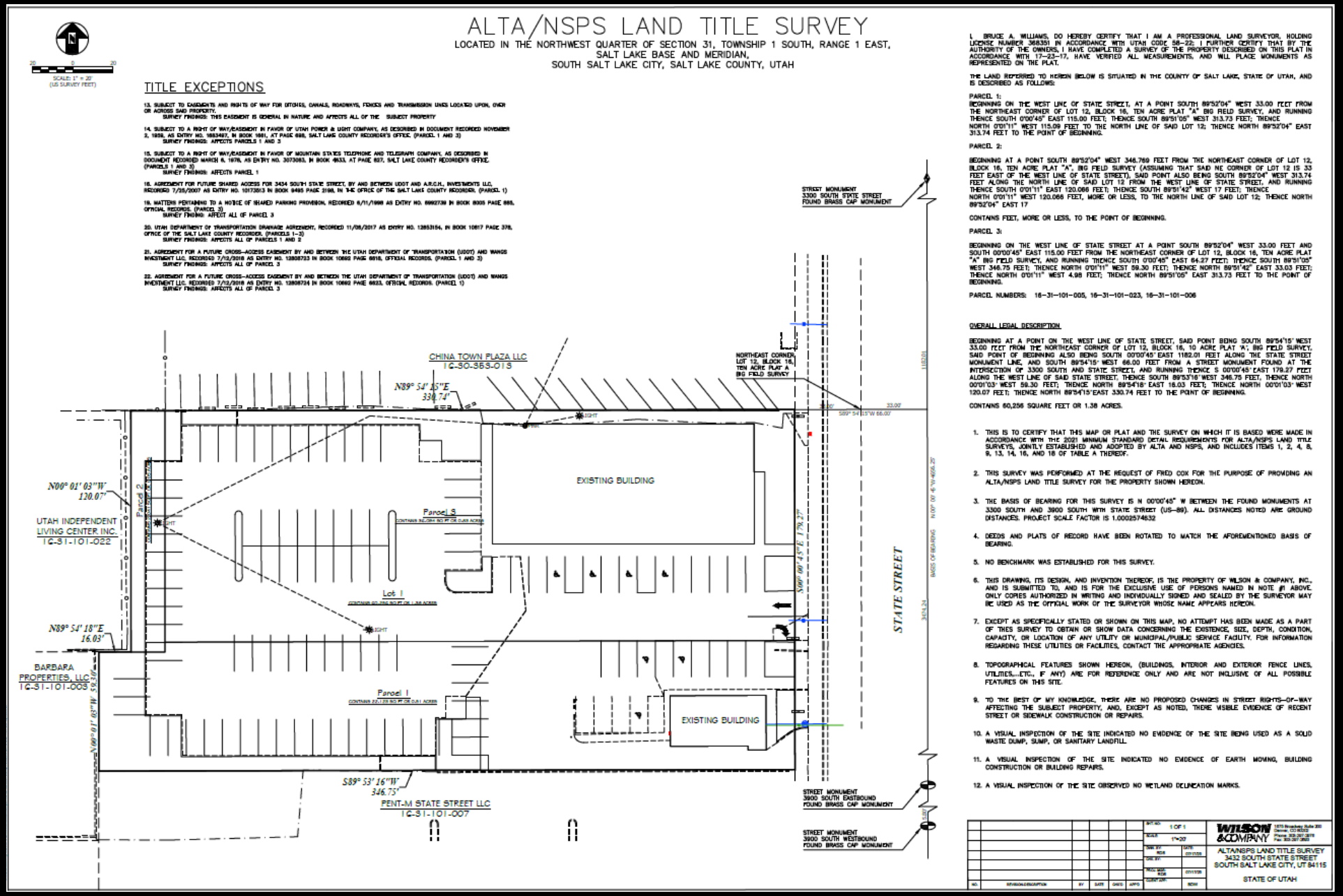
SOUTH SALT LAKE

Proposed Preliminary Plat



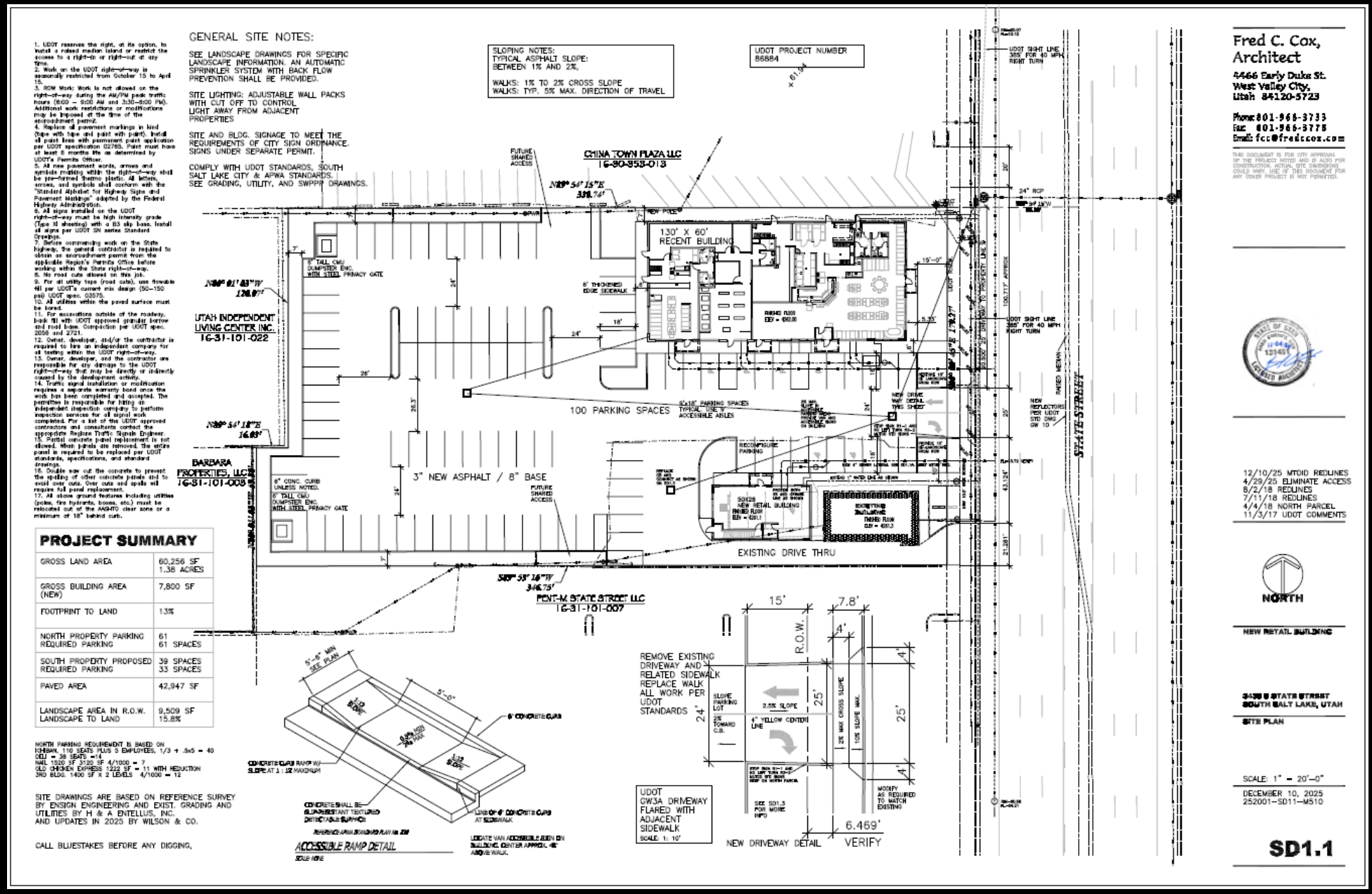
SOUTH SALT LAKE

ALTA Survey



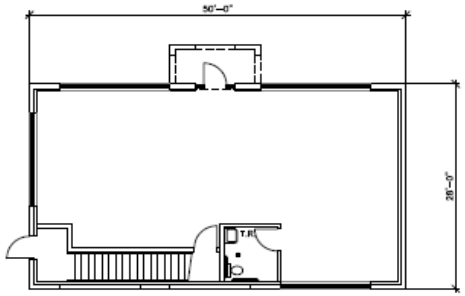
SOUTH SALT LAKE

Proposed Site Plan

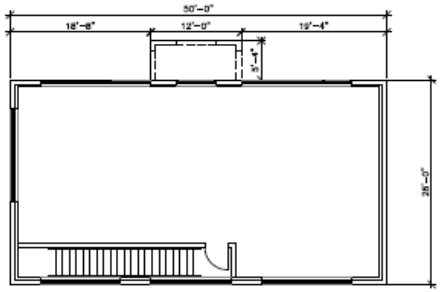


SOUTH SALT LAKE

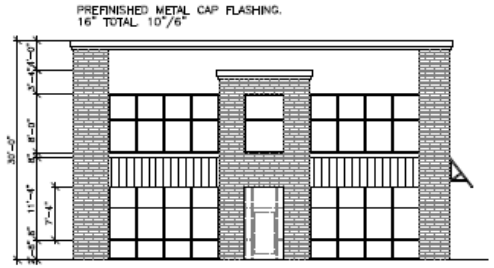
Proposed Elevation



MAIN FLOOR PLAN



SECOND FLOOR PLAN



NORTH ELEVATION

RED BRICK
TAN EIFS
WHITE FASCIA

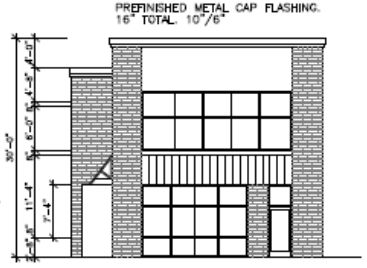
CLEAR ALUMN.
WINDOW FRAMES

BRICK RED AWNINGS

16X4 ATLAS BRICK WITH E.I.F.S. AREAS AS SHOWN.
PENETRATING SEALER FOR MASONRY.

FOOTINGS TO MEET
FROST DEPTH, TYP.

1500 SF
624 SF WINDOWS 42%
491 SF BRICK 32%, 55% NOT GLASS
207 SF EIFS 14% TOTAL
WINDOWS 100% TRANSPARENT



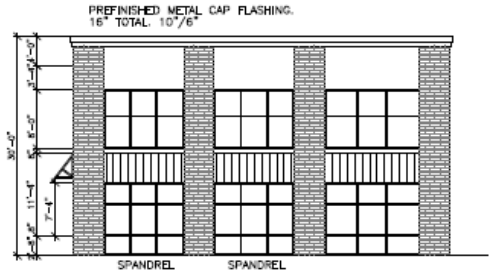
WEST ELEVATION

RED BRICK
TAN EIFS
WHITE FASCIA

CLEAR ALUMN.
WINDOW FRAMES

BRICK RED AWNINGS

840 SF
336 SF WINDOWS 40%
256 SF BRICK 30%, 51% NOT GLASS
120 SF EIFS 14% TOTAL
WINDOWS 100% TRANSPARENT



SOUTH ELEVATION

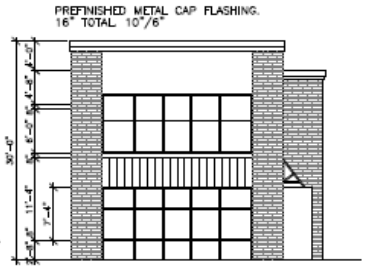
RED BRICK
TAN EIFS
WHITE FASCIA

CLEAR ALUMN.
WINDOW FRAMES

BRICK RED AWNINGS

16X4 ATLAS BRICK WITH E.I.F.S. AREAS AS SHOWN.
PENETRATING SEALER FOR MASONRY.

1500 SF
612 SF WINDOWS 41%
459 SF BRICK 31%, 52% NOT GLASS
204 SF EIFS 14% TOTAL
WINDOWS 65% TRANSPARENT



EAST ELEVATION

EAST ELEVATION IS
IMMEDIATELY BEHIND
OLD CHICKEN EXPRESS

RED BRICK
TAN EIFS
WHITE FASCIA

CLEAR ALUMN.
WINDOW FRAMES

BRICK RED AWNINGS

840 SF
360 SF WINDOWS 43%
229 SF BRICK 27%, 48% NOT GLASS
120 SF EIFS 14% TOTAL
WINDOWS NOT TRANSPARENT
PER FIRE CODE

Fred C. Cox,
Architect
4466 Early Duke St.
West Valley City,
Utah 84120-5723

Phone: 801-968-3733

Email: fcc@fredccox.com

THIS DOCUMENT IS FOR CLIENT APPROVAL OF THE PROJECT NOTED AND IS ALSO FOR CONSTRUCTION. ACTUAL SITE DIMENSIONS COULD VARY. USE OF THIS DOCUMENT FOR ANY OTHER PROJECT IS NOT PERMITTED.

12/30/25 CITY COMMENTS

NEW RETAIL BLDG

3440 S STATE ST.
SOUTH SALT LAKE, UTAH

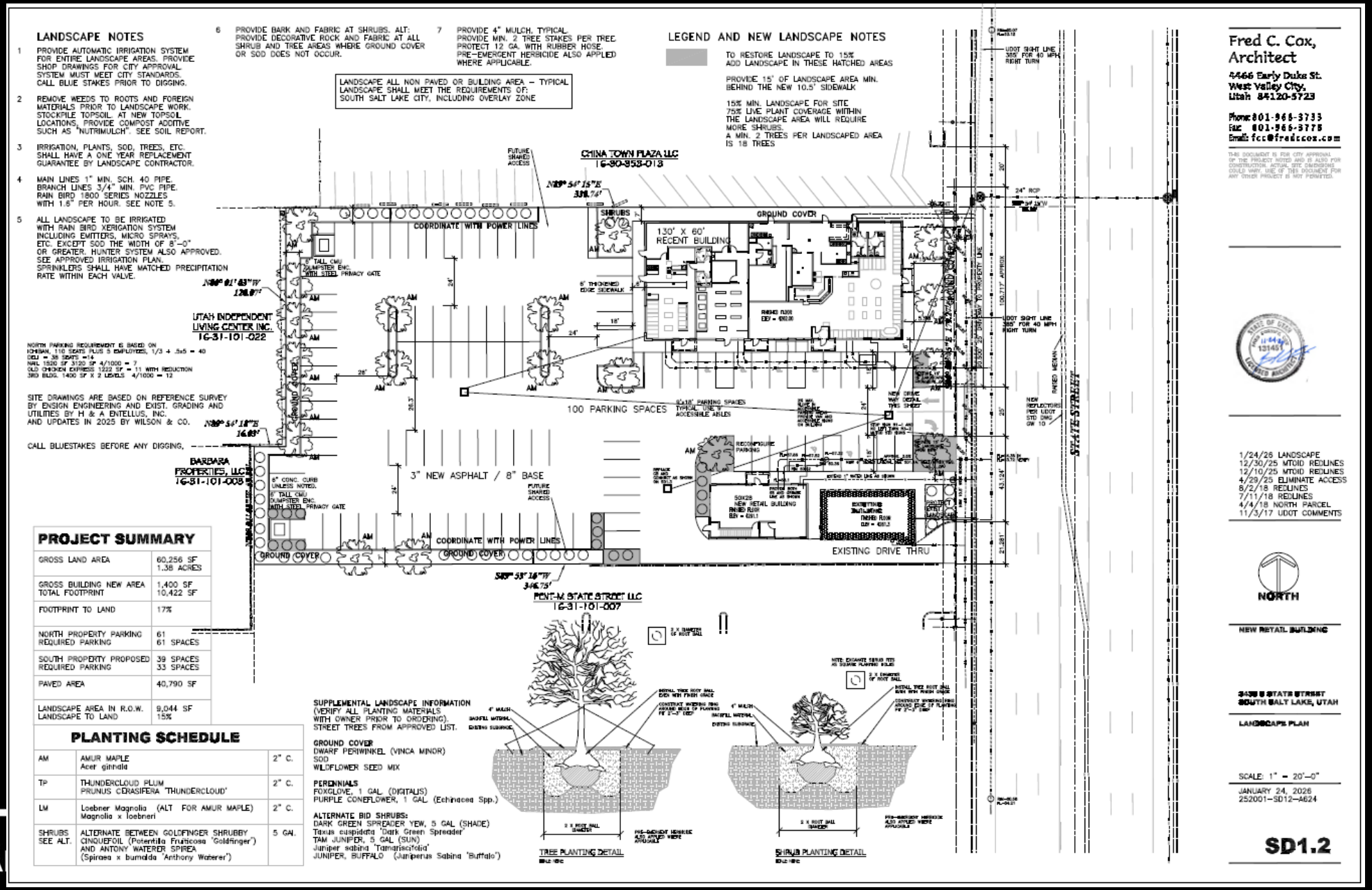
FLOOR PLAN
ELEVATIONS

SCALE: 1/8" = 1'-0"

DECEMBER 30, 2025
252001-A11-M530

A1.1

Proposed Landscape Plan



General Plan Considerations

Economic Development Goal 3: Continue to support existing and future businesses through the city's partnership with the South Salt Lake Chamber of Commerce and comprehensive business retention and recruitment program.

Analysis: This plat application allows the landowner of 3432 S State St to build a new commercial structure, to increase local opportunities, development density, and local destinations.

SOUTH SALT LAKE

Staff Recommendation

Based upon the information submitted in the application, supporting documentation, and analysis of the relevant code sections and general plan goals, Staff recommends the Planning Commission move to approve the preliminary subdivision plat amendment to plat three (3) parcels into one lot located at 3432 S State St., based on the findings of fact, conclusions of law and conditions of approval for the subdivision in the staff report.

SOUTH SALT LAKE

Planning Commission Options

Option 1: Approval

Move to approve the application by Fred Cox, for a Preliminary Subdivision Plat to create one lot located at 3432 S State St., based on the findings and conclusions in the staff report, with the conditions enumerated in the staff report and on the record.

Option 2: Denial

Move to deny the application by Fred Cox, for a Preliminary Subdivision Plat to create one lot located at 3432 S State St., based on the findings and conclusions in the staff report, with the conditions enumerated in the staff report and on the record.

SOUTH SALT LAKE

Planning Commission Options

Option 3: Continuance

Move to deny the application by Fred Cox, for a Preliminary Subdivision Plat to create one lot located at 3432 S State St., based on the findings and conclusions in the staff report, with the conditions enumerated in the staff report and on the record.

SOUTH SALT LAKE

VA SLC SUBDIVISION

Preliminary Plat
Planning Commission
June 4, 2026



SOUTH SALT LAKE

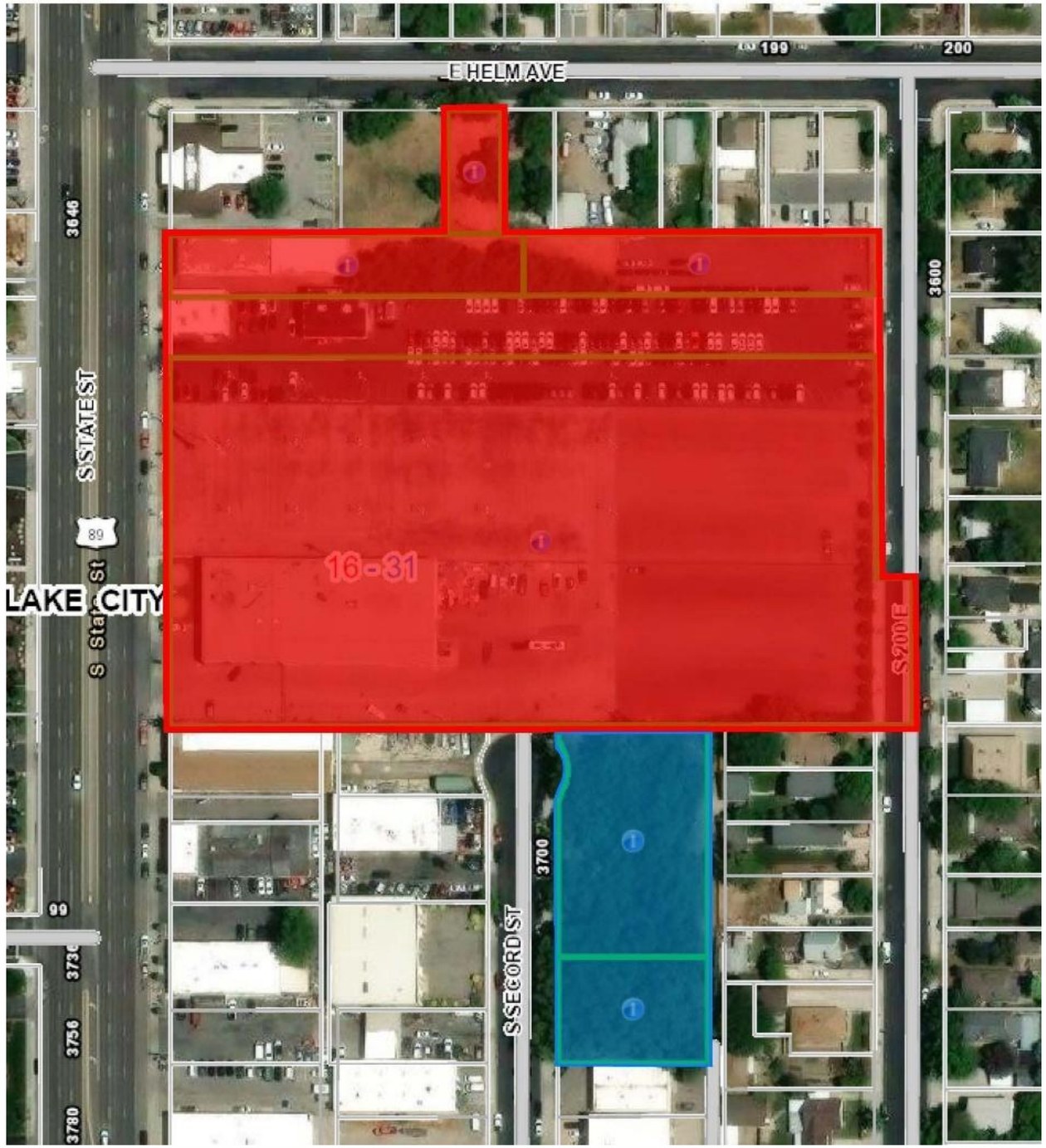
BACKGROUND



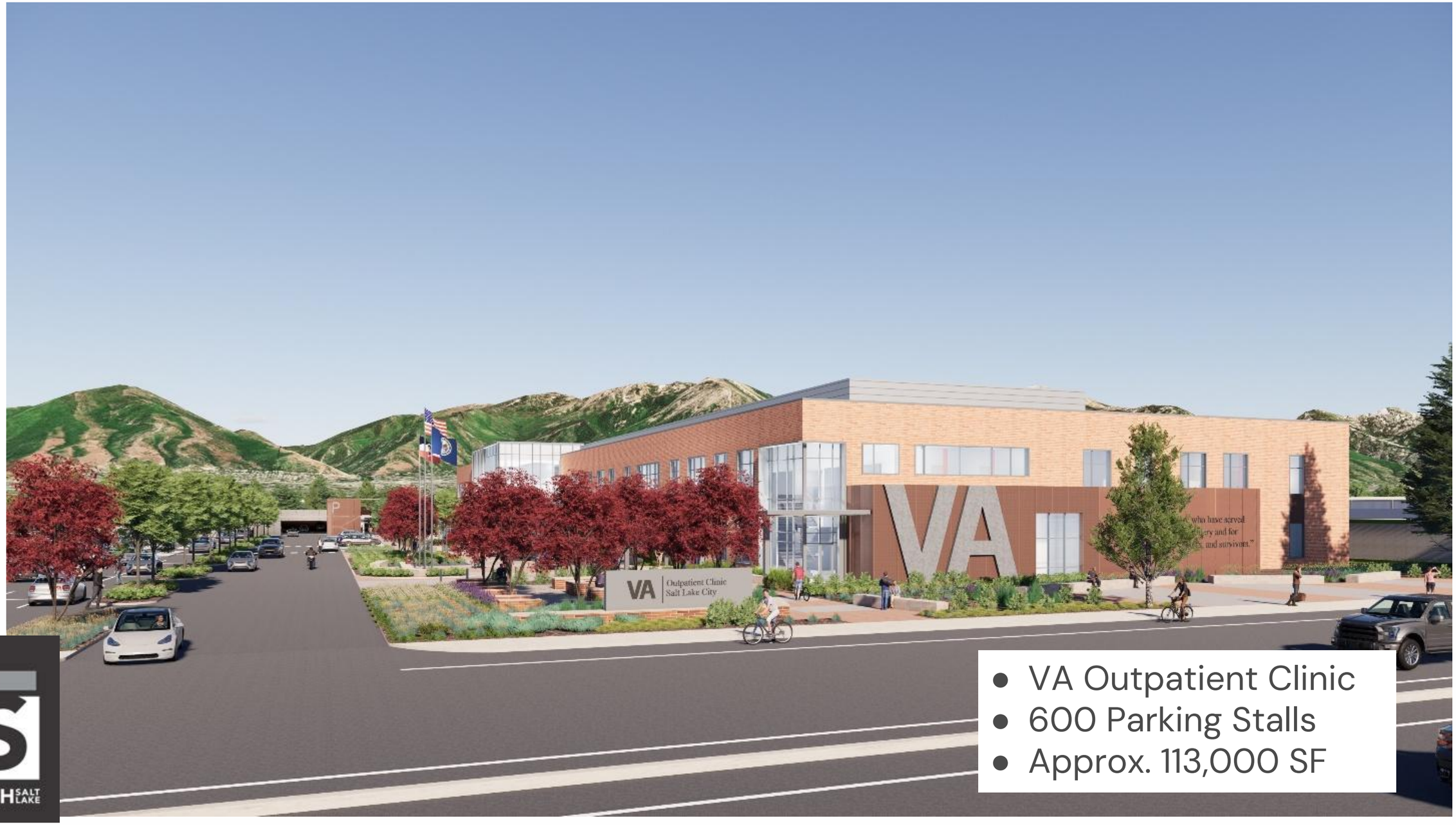
- Commercial Corridor District
- Two new/used car dealerships (1977-2012)
- RV dealership (2018-2024)
- Car rental (current)
- Four points of access

BACKGROUND

- Seven Parcels
- 8.144 Acres
- Vacate Longview Park Addition (1910)
- Corrects 200 East ROW Discrepancy



PROPOSAL



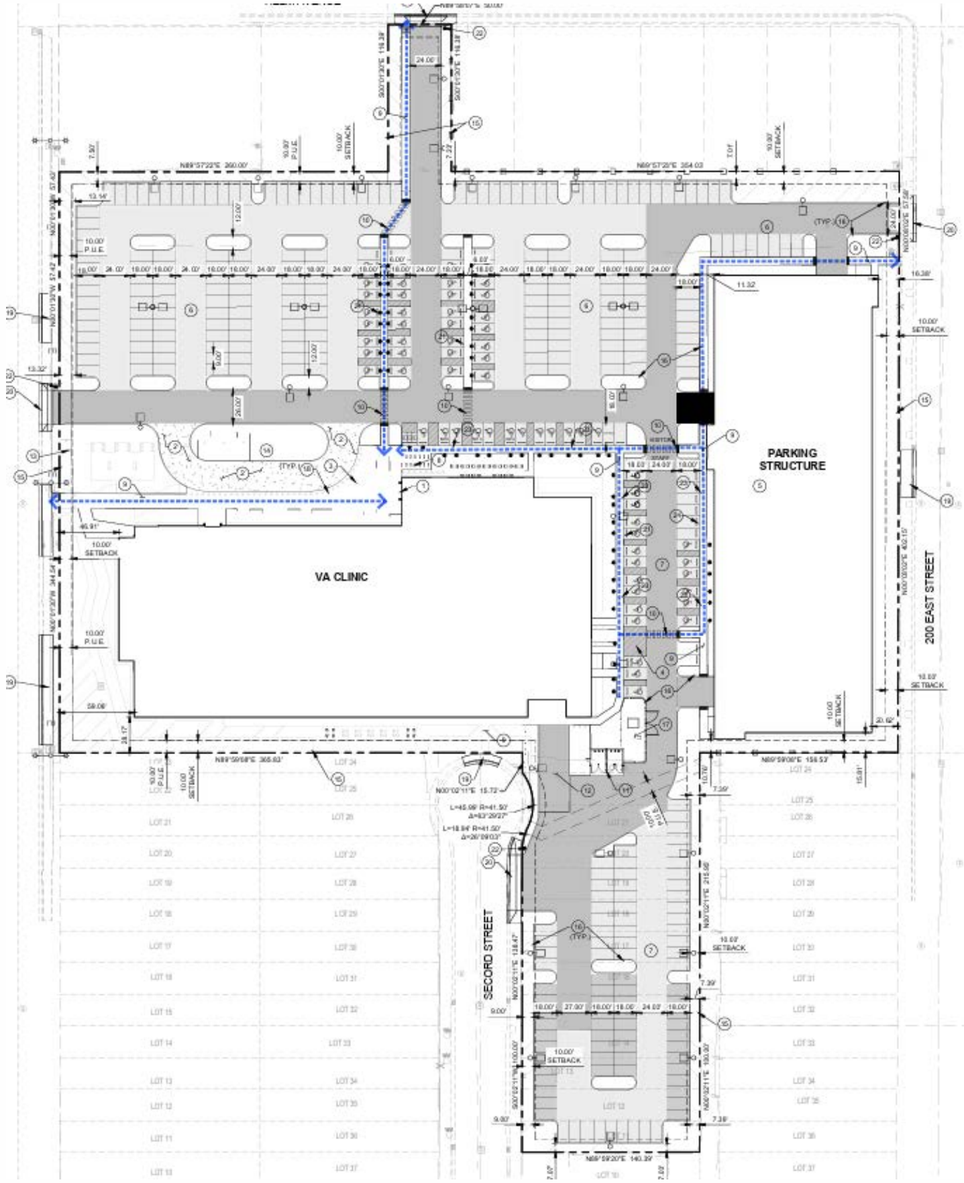
- VA Outpatient Clinic
- 600 Parking Stalls
- Approx. 113,000 SF

(I) The one-Lot Subdivision, as conditioned, complies with the Commercial Corridor Zoning District requirements outlined in § 17.03.050 of the Land Use and Development Ordinance.

- Outpatient Clinic (medical office) is permitted - **COMPLIES**
- Minimum lot size 1 acre - **COMPLIES**
- Maximum height based on building form - **COMPLIES**
- Setbacks/Build-to Standard - **CONDITIONED**

(II) The proposal complies with the parking ratio requirements found in § 17.06.160.

- Medical Office = 4 parking space per 1,000 sq. ft. of floor area
- 112,595 sq. ft. requires 451 off-street parking spaces
- Applicant will provide 600 off-street parking spaces
- Parking Garage = 362
- Surface Parking Lot = 238
- Bicycle Parking = 1 space per 25 parking spaces
- Required to provide 24, Applicant providing 26



(III) The proposed Subdivision Plat, as conditioned, complies with the requirements of Chapter 17.10, Subdivision and Platting, of the Land Use and Development Ordinance.

1. **§ 17.10.120 – Requirements for Improvements & Design.**
    - The petition complies.

1. **§ 17.10.140 – Subdivision Development Lot Standards.**
    - The Applicant shall ensure that driveways are designed and arranged to avoid vehicles backing onto surrounding Streets.

1. **§ 17.10.160 – Drainage, Storm Sewers, and Stormwater Facilities.**
    - Approval of the Subdivision is contingent upon Compliance with the City Engineer's review for this standard.

1. **§ 17.10.170 – Water Facilities**
    - The final civil plans for the project shall show the location of all fire hydrants and all water and storage supply improvements.

1. **§ 17.10.180 – Sewer Facilities**
    - The Applicant shall install sanitary sewer facilities as required by Mt. Olympus Improvement District.
    - The Applicant shall ensure sanitary sewer facilities connect with the public sanitary sewer at sizes required by Mt. Olympus Improvement District.

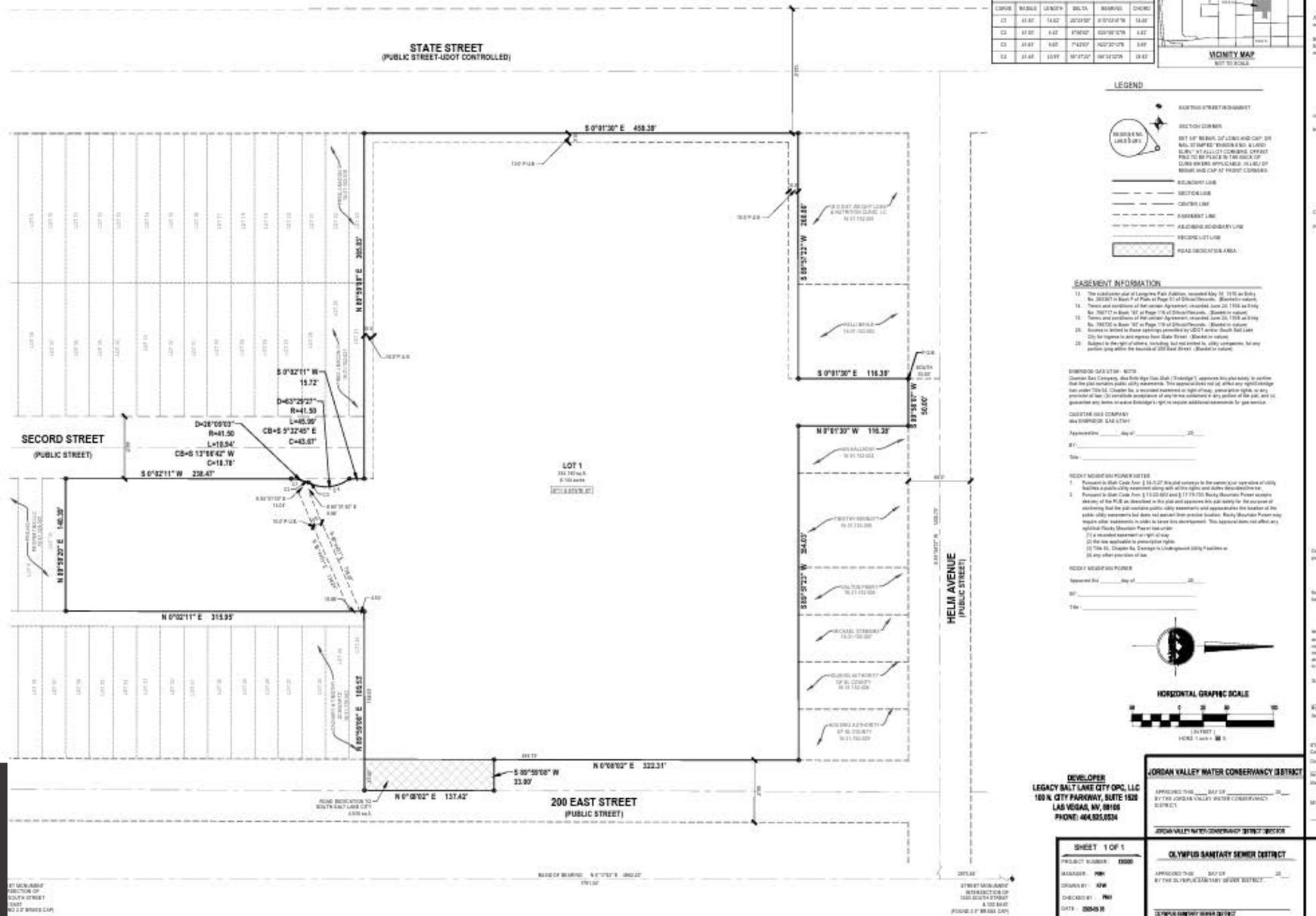
1. **§ 17.10.190 – Utilities**
    - All utilities shall be located underground.

1. **§ 17.10.200 – Sidewalks, Trails, and Bike Paths**
    - The proposed Subdivision complies with the Standard Road Profiles for State Street, Helm Avenue, 200 East, and Secord Street. A discrepancy with the 200 East ROW and the Salt Lake County Assessor's Map will be resolved when the Subdivision Plat is recorded. The Applicant has dedicated 4,535 square feet of 200 East to South Salt Lake.

PROPOSED PLAT

VA SLC SUBDIVISION

VACATING LOTS 11-23, BLOCK 5, LONGVIEW PARK ADDITION
LOCATED IN THE NORTHWEST QUARTER OF SECTION 31,
TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN
SOUTH SALT LAKE CITY, SALT LAKE COUNTY, UTAH



CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	41.50'	74.52'	257°00'00"	S 51°01'30" W	66.99'
C2	41.50'	6.42'	8°51'52"	S 25°06'32" E	6.42'
C3	41.50'	9.60'	13°15'07"	S 42°30'12" E	9.58'
C4	41.50'	53.51'	73°51'27"	S 81°34'32" E	49.89'

VICINITY MAP

NOT TO SCALE

LEGEND

- EXISTING STREET MONUMENT
- SECTION CORNER
- SET 5/8" REBAR, 24" LONG AND CAP, OR BALL STAMPED "RHEES & NO. 4 LAND SURV." AT ALL LOT CORNERS, OFFSET PIN TO BE PLACE IN THE BACK OF CURB ON RHEES APPLICABLE. IN LIEU OF REBAR AND CAP AT FRONT CORNERS
- BOUNDARY LINE
- SECTION LINE
- CENTER LINE
- EASEMENT LINE
- ADJOINING BOUNDARY LINE
- RECORD LOT LINE
- ROAD DEDICATION AREA

EASEMENT INFORMATION

13. The subdivision plat of Longview Park Addition, recorded May 16, 1910 as Entry No. 260367 in Book F of Plats at Page 51 of Official Records. (Blanket in nature)
14. Terms and conditions of that certain Agreement, recorded June 20, 1958 as Entry No. 2567177 in Book 1901 at Page 178 of Official Records. (Blanket in nature)
15. Terms and conditions of that certain Agreement, recorded June 20, 1958 as Entry No. 2567202 in Book 1901 at Page 179 of Official Records. (Blanket in nature)
16. Access is limited to those openings provided by UDOT and/or South Salt Lake City for ingress to and egress from State Street. (Blanket in nature)
17. Subject to the right of others, including, but not limited to, utility companies, for any portion lying within the bounds of 200 East Street. (Blanket in nature)

ENBRIDGE GAS UTAH - NOTE

Dominion Gas Company, dba Enbridge Gas Utah ("Enbridge"), approves this plat solely to confirm that the plat contains public utility easements. This approval does not (a) affect any right Enbridge has under Title 54, Chapter 8a, a recorded easement or right-of-way, prescription rights, or any provision of law; (b) constitute acceptance of any terms contained in any portion of the plat; and (c) guarantee any terms or waive Enbridge's right to require additional easements for gas service.

QUESTAR GAS COMPANY
dba ENBRIDGE GAS UTAH

Approved this _____ day of _____, 20____.

By: _____

Title: _____

ROCKY MOUNTAIN POWER NOTES

1. Pursuant to Utah Code Ann. § 54-3-27 this plat conveys to the owner(s) or operator(s) of utility facilities a public utility easement along with all the rights and duties described therein.
2. Pursuant to Utah Code Ann. § 10-9a-393 and § 17-79-703, Rocky Mountain Power accepts delivery of the PUE as described in this plat and approves this plat solely for the purpose of confirming that the plat contains public utility easements and approximates the location of the public utility easements but does not warrant their precise location. Rocky Mountain Power may require other easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under:
   (1) a recorded easement or right-of-way;
   (2) the law applicable to prescription rights;
   (3) Title 54, Chapter 8a, Damage to Underground Utility Facilities; or
   (4) any other provision of law.

ROCKY MOUNTAIN POWER

Approved this _____ day of _____, 20____.

By: _____

Title: _____

HORIZONTAL GRAPHIC SCALE

60 0 30 60 120

(IN FEET)
1 inch = 30 ft

SURVEYOR'S CERTIFICATE

I, PATRICK M. HARRIS, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 286882, in accordance with Title 58, Chapter 22, of the Professional Engineers and Land Surveyor's Act. I further certify that by authority of the Owners, I have completed a survey of the property described on this subdivision plat in accordance with Section 17-23-17 and have verified all measurements, that the reference monuments shown on the plat are located as indicated and are sufficient to accurately establish the street boundaries of the herein described tract of real property, and has been drawn correctly to the designated scale and is a true and correct representation of the herein described lands included in said subdivision, based upon data compiled from records of the county recorders office. I further certify that all lots meet frontage/width and area requirements of the applicable zoning ordinances.

BOUNDARY DESCRIPTION

A parcel of land situate in the Southwest Quarter of Section 31, Township 1 South, Range 1 East, Salt Lake Base and Meridian, being more particularly described as follows:

Beginning at a point on the South line of Helia Avenue, said point being South 0°01'30" East 1791.38 feet along the centerline of 300 East Street and South 89°58'30" West 1255.75 feet along the centerline of Helia Avenue and South 33.00 feet from the street monument located at the intersection of 3900 South Street and 300 East Street; and running

thence South 0°01'30" East 116.38 feet;
thence South 89°58'30" West 50.00 feet to the East line of State Street;
thence South 0°01'30" East 458.38 feet along said East line of State Street;
thence North 89°58'08" East 305.85 feet;
thence along the East line of Secord Street the following four (4) courses:
(1) South 0°02'11" West 15.72 feet;
(2) Southerly 45.99 feet along the arc of a 41.50 foot radius curve to the right (center bears South 89°57'49" West and the chord bears South 5°32'45" East 43.67 feet with a central angle of 63°29'27");
(3) Southerly 18.94 feet along the arc of a 41.50 foot radius curve to the left (center bears South 63°32'03" East and the chord bears South 13°56'42" West 18.78 feet with a central angle of 26°09'03");
(4) South 0°02'11" West 238.47 feet;
thence North 89°59'20" East 140.39 feet;
thence North 0°02'11" East 315.95 feet;
thence North 89°58'08" East 189.52 feet to the centerline of 200 East Street;
thence North 0°08'02" East 137.42 feet;
thence South 89°59'08" West 33.00 feet to the West line of 200 East Street;
thence North 0°08'02" East 322.31 feet along said West line of 200 East Street;
thence North 89°57'23" West 354.65 feet;
thence North 0°01'30" West 116.38 feet to the South line of Helia Avenue;
thence South 89°58'57" West 50.00 feet along said South line of Helia Avenue to the point of beginning.

Contains 204,276 Square Feet or 8.335 Acres, and 1 Lot

Parcel Nos. 16-31-152-003, 16-31-152-011, 16-31-152-012, 16-31-152-013, 16-31-152-015, 16-31-176-001, 16-31-176-003

PROFESSIONAL LAND SURVEYOR
5/6/24
No. 286882
PATRICK M. HARRIS
STATE OF UTAH

5/6/24
DATE

PATRICK M. HARRIS
PLS No. 286882

STORMWATER LANGUAGE

Owner hereby covenants to South Salt Lake City and its agents a nonexclusive perpetual easement over, on and in (Lot Number(s)) for the purpose of access to the private stormwater management system(s) for the management, inspection, maintenance and repair thereof.

OWNER'S DEDICATION

Know all men by these presents that the undersigned owner(s) T & S ENTERPRISES FAMILY, LLC, of the above described tract of land, having caused same to be subdivided, hereafter known as the

VA SLC SUBDIVISION

does hereby certify to have caused this plat to be prepared and does hereby dedicate for the perpetual use of the public all public roads and other areas shown on this plat as intended for public use. The undersigned owner(s) also hereby convey to any and all public utility companies a perpetual, non-exclusive easement over the public utility easements shown on this plat, the same to be used for the installation, maintenance, and operation of utility lines and facilities. The undersigned owner(s) also hereby convey any other easements as shown on this plat to the parties indicated and for the purposes shown hereon.
In witness whereof I / we have hereunto set our hand(s) this _____ day of _____, A.D., 20____.

SLC OPC LAND, LLC

By: Bradley J. Silver
Its: Manager

LIMITED LIABILITY COMPANY ACKNOWLEDGMENT

STATE OF UTAH)
County of: Salt Lake)

On the _____ day of _____, A.D., 20____, personally appeared before me _____, the signer of the foregoing instrument, who duly acknowledged to me that he/she is a _____ of _____, a Utah limited liability company, and is authorized to execute the foregoing Agreement in its behalf and that he/she executed it in such capacity.

MY COMMISSION EXPIRES: _____

_____ RESIDING IN: _____ COUNTY

NOTARY PUBLIC

DEVELOPER
LEGACY SALT LAKE CITY OPC, LLC
100 N. CITY PARKWAY, SUITE 1520
LAS VEGAS, NV, 89106
PHONE: 404.525.0534

SHEET 1 OF 1	
PROJECT NUMBER:	03000
MANAGER:	PBH
DRAWN BY:	KPW
CHECKED BY:	PBH
DATE:	2024-05-06

JORDAN VALLEY WATER CONSERVANCY DISTRICT

APPROVED THIS _____ DAY OF _____, 20____
BY THE JORDAN VALLEY WATER CONSERVANCY DISTRICT.

JORDAN VALLEY WATER CONSERVANCY DISTRICT DIRECTOR

OLYMPUS SANITARY SEWER DISTRICT

APPROVED THIS _____ DAY OF _____, 20____
BY THE OLYMPUS SANITARY SEWER DISTRICT.

OLYMPUS SANITARY SEWER DISTRICT

VA SLC SUBDIVISION

VACATING LOTS 11-23, BLOCK 5, LONGVIEW PARK ADDITION
LOCATED IN THE NORTHWEST QUARTER OF SECTION 31,
TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN
SOUTH SALT LAKE CITY, SALT LAKE COUNTY, UTAH

SALT LAKE COUNTY HEALTH DEPARTMENT

APPROVED THIS _____ DAY OF _____, 20____
BY SALT LAKE COUNTY HEALTH DEPARTMENT

SALT LAKE COUNTY HEALTH DEPT.

PLANNING COMMISSION

APPROVED AS TO FORM THIS _____ DAY OF _____, 20____
BY PLANNING COMMISSION

PLANNING COMMISSION APPROVAL

SOUTH SALT LAKE CITY COMMUNITY DEVELOPMENT

APPROVED AS TO FORM THIS _____ DAY OF _____, 20____
BY SOUTH SALT LAKE CITY COMMUNITY DEVELOPMENT.

COMMUNITY DEVELOPMENT DIRECTOR

SOUTH SALT LAKE FIRE MARSHAL

APPROVED AS TO FORM THIS _____ DAY OF _____, 20____
BY THE SOUTH SALT LAKE FIRE MARSHAL

SOUTH SALT LAKE FIRE MARSHAL

CITY ENGINEER DIVISION

APPROVED AS TO FORM THIS _____ DAY OF _____, 20____
BY SOUTH SALT LAKE CITY ENGINEER

SOUTH SALT LAKE CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____ DAY OF _____, 20____
BY THE SOUTH SALT LAKE CITY ATTORNEY.

SOUTH SALT LAKE CITY ATTORNEY

SOUTH SALT LAKE CITY APPROVAL

APPROVED AS TO FORM THIS _____ DAY OF _____, 20____
BY SOUTH SALT LAKE CITY.

ATTEST: CITY RECORDER — SOUTH SALT LAKE CITY MAYOR

SALT LAKE COUNTY RECORDER

RECORDED #

STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE REQUEST OF: _____

DATE: _____ TIME: _____ BOOK: _____ PAGE: _____

FEE _____ DEPUTY SALT LAKE COUNTY RECORDER

SIGN
SANDY
10 W. 100th S. Suite 500
Sandy, UT 84070
Phone: 801.255.0529
WWW.ENSIGNENG.COM

SOUTH SALT LAKE

(IV) Traffic and Circulation Impact Study

- Due to the proximity to the R-1 District, the Applicant provided a Traffic Study, prepared by Lokahi, LLC.
- Projected daily weekday trips = 2,415 (a 47% increase from 1,635 daily trips)
- The study recommends the Applicant configure the site access points to accommodate the increase in traffic.

1. Construct a right-in/right-out driveway along State Street, approximately 335 feet south of Helm Avenue (centerline to centerline). The outbound approach must include a standard stop sign layout to slow vehicles turning right (north) onto State Street.

1. Construct a right-in/right-out driveway along Helm Avenue, approximately 335 feet east of State Street (centerline to centerline). The outbound approach must include a standard stop sign layout to slow vehicles turning right (east) onto Helm Avenue.

1. Construct a full-access driveway along Secord Street, to the satisfaction of the Fire Marshal, and include a standard stop sign for outbound vehicles.

1. Construct a full-access driveway along 200 East. The exit approach must include a standard stop sign.

(V) The proposal, as conditioned, complies with the landscape standards in § 17.06.300.



INVENTORY SUMMARY

Total trees inventoried: 428
Trees 1"-6" DBH: 282
Trees greater than 6" DBH: 146
Invasive/ noxious trees identified: 401
Non-invasive trees identified: 27

*The site is predominantly composed of state-identified invasive species, with a significant concentration of smaller diameter trees occuring in dense groupings.

MITIGATION REQUIREMENTS

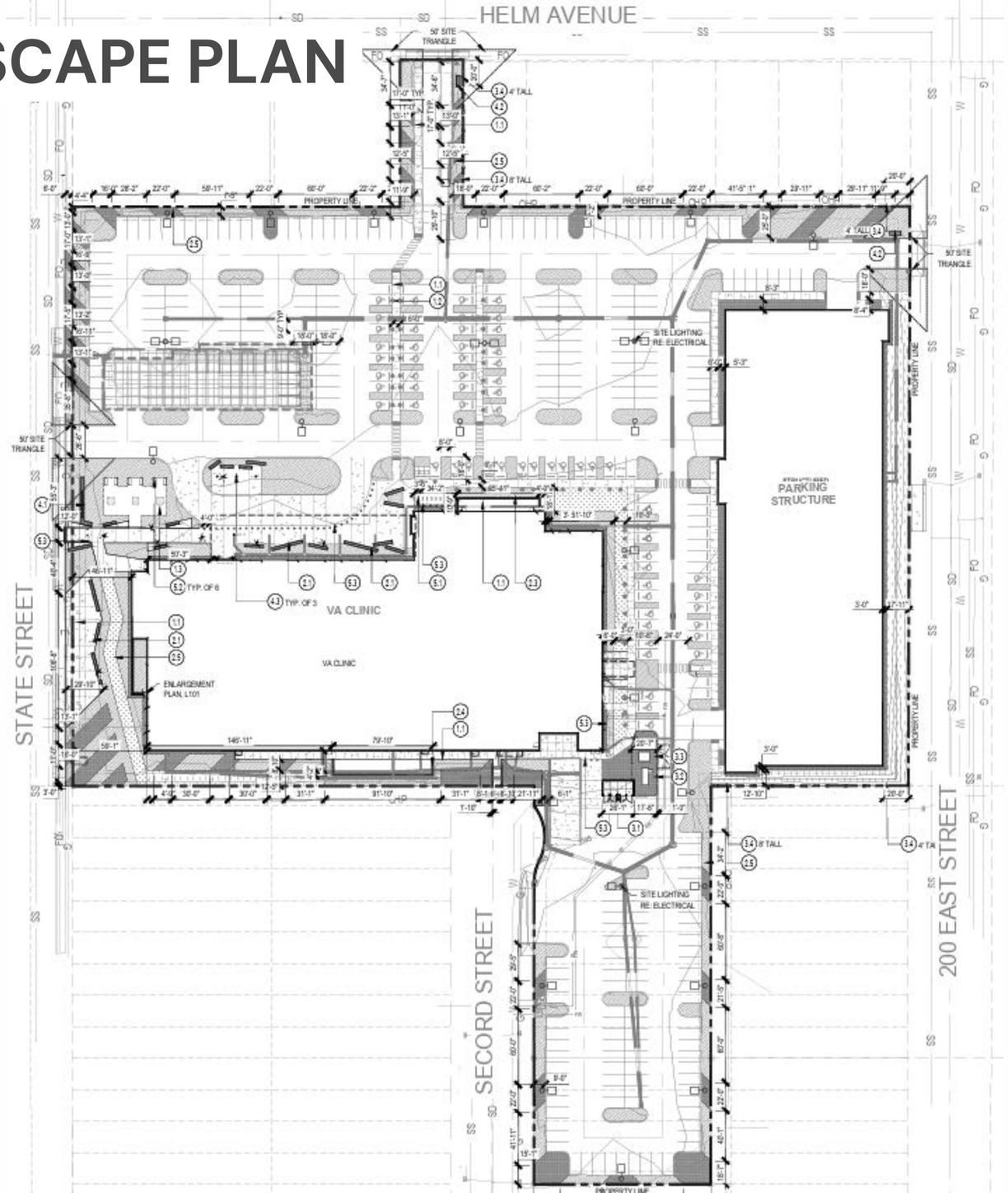
Article III. Landscaping
D. 2. V.Existing trees that are non-invasive and not noxious and that are preserved and incorporated into the Landscape Plan shall be credited towards the minimum number of trees required by this Chapter. Trees must be in healthy condition and free of injury to receive this credit. Any credited tree that is not preserved or is significantly damaged during construction shall be removed or replaced with four (4) trees, each with a minimum caliper of four (4) inches. Tree replacement shall conform to the tree and shrub requirements.

Total non invasive trees identified for mitigation: 27
Total mitigation trees required: 108

Total Trees in Planting Plan: 118

SOUTH SALT LAKE

PROPOSED LANDSCAPE PLAN



(VI) There is good cause to vacate Lots 11-23 of the Longview Park Addition Subdivision.

Pursuant to Utah Code § 10-20-812, the land use authority may approve the vacation or amendment of a plat . . . if the land use authority finds that:

a. There is good cause for the vacation or amendment; and
b. No public street or municipal utility or easement has been vacated or amended.

PUBLIC NOTICE

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on May 22, 2026. Staff mailed courtesy notices to property owners within 600 feet of the property on May 22, 2026.

Staff received public comment prior to this meeting which was provided to the Planning Commission and is part of the official record.

RECOMMENDATION

Based upon the information submitted in the application, supporting documentation, and analysis of the relevant code sections and general plan goals, Staff recommends the Planning Commission move to approve with conditions, a preliminary Subdivision Plat for a one-Lot Subdivision located at 3711 S State Street based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in this Staff Report.

PLANNING COMMISSION OPTIONS

Option 1: Approval
Move to approve the application by SSLC OPC Venture, LLC for a Preliminary Subdivision Plat for a one-Lot Subdivision located at 3711 South State Street based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Staff Report and enumerated on the record.

Option 2: Denial
Move to deny the application by SSLC OPC Venture, LLC for a Preliminary Subdivision Plat for a one-Lot Subdivision located at 3711 South State Street based on the Findings of Fact and Conclusions of Law and enumerated on the record.

Option 3: Continuance
Move to table the application by SSLC OPC Venture, LLC for a Preliminary Subdivision Plat for a one-Lot Subdivision located at 3711 South State Street to a date certain to allow the Applicant and Staff time to respond to specific inquiries or concerns raised by the Planning Commission, or to allow the Planning Commission more time to consider the proposal.