

# Capital Area Regional Planning Commission BRT Transit Corridor Study

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## **TSP Slack Time Analysis**

December 3, 2012

Prepared by the  
SRF Consulting Group Team

## TSP Slack Time Analysis

SRF has completed a preliminary analysis of the potential benefit of Transit Signal Priority (TSP) at the intersections along the proposed Arterial Bus Rapid Transit (BRT) routes in Madison. Of the total 102 signalized intersections along the corridor, four are exempt railroad crossings and seven were unable to be analyzed due to complex, non-standard phasing, therefore slack time was analyzed at each of the remaining 91 intersections. This analysis is a first step toward the goal of determining whether TSP will be a beneficial tool for improving bus travel time on the proposed BRT routes.

The intent of this first stage of the analysis is to determine where slack time is available on non-TSP phases that could be transferred to TSP phases. Along the BRT route, at intersections where the proposed BRT movement is already receiving as much green time as possible, TSP will not be able to provide additional benefit. This initial analysis identifies these intersections in order to remove them from further consideration for TSP implementation.

The slack time analysis was performed as follows. First, information on AM peak hour and PM peak hour signal timing plans and settings were provided to SRF by the City of Madison. After receiving the signal controller data, SRF entered the parameters relevant to slack time in a spreadsheet. These parameters included:

- Intersection ID number
- Approach names
- Phases in use
- Type of phase (mainline, cross-street, protected left, protected/permissive left, ped only, etc.)
- Phase-specific timing data:
  - Minimum green time
  - Yellow clearance interval
  - Red clearance interval
  - Walk time
  - Flashing Don't Walk (ped clearance) interval
- Bus movements (TSP phases)

After performing the data entry for all 91 intersections, calculations were performed in order to identify the amount of slack time on each phase. Once the amount of slack time per phase was determined, the total amount of slack time that could be stolen from non-TSP phases by a TSP phase was calculated. The amount of additional green time was expressed in both seconds and percentage increase from existing. After the amount of potential additional TSP time for each phase was calculated for both the AM and PM peak hours, a “TSP score” for each intersection was derived by averaging the potential percentage increase in green times for each TSP phase across the AM and PM peak hours.

The calculations and output from this analysis are shown in the TSP Slack Time Analysis – Timing Data table details the calculations and the “TSP Slack Time Analysis – Intersection Data” table provides a summary of the analysis results (i.e. TSP score) for each intersection.

On the Intersection Data summary report, each intersection was classified as having High, Medium (Med) or Low TSP Potential. The cutoff points between these categories, like the concept of TSP score itself, are arbitrary. These classifications are intended only to provide an approximate assessment of the potential benefit of TSP at each intersection.

In real terms, a TSP score of 0% indicates that TSP would not be able to provide additional green time for a TSP movement. A TSP score of 100% means that, on average, the green time available for a bus on the proposed BRT route at the given intersection could be increased up to 100% (i.e. doubled) if the other phases were shortened to their minimum durations. The actual amount of additional green time made available for a TSP phase will be subject to limitations based on traffic volume at the intersection.

The calculations performed take into account all required minimum timings, including vehicle and pedestrian. The presence or absence of pedestrian detection or actuation (pushbuttons) can have a large impact on the TSP score for an intersection. In general, intersections were assumed to lack pedestrian detection/actuation unless pushbuttons were visible in a review of site conditions from Google Street View conducted in November, 2012.

As noted on the Intersection Data summary report, TSP scores were not calculated for seven intersections due to complex, non-standard phasing. More information on the operation of these intersections is needed in order to complete the analysis.

After each intersection was classified as High, Medium, or Low, SRF staff worked with Madison Area Transportation Planning Board (MPO) staff to convert these ratings to either a “Yes” meaning the intersection is recommended for further consideration of TSP or a “No” meaning staff do not believe the application of TSP would benefit the Arterial BRT system. Generally, intersections rated High were recommended for further consideration of TSP and intersections rated Low not recommended. Staff applied local knowledge and technical judgment to intersections rated Medium in order to recommend or not recommend TSP at these locations. A full list of the final intersections recommended for TSP recommendations are shown in the “Intersections Recommended for Further Consideration of TSP” table. The attached maps show the locations of each of these intersections.

## Next Steps

This analysis is only the preliminary step in the process of exploring how TSP could enhance the performance of an Arterial BRT system in Madison. SRF staff recommends that as one of the initial next steps, the MPO should work with the City of Madison traffic engineering staff to establish a pilot study area for TSP. SRF recommends using a portion of the corridor with a succession of TSP recommended intersections in row that are a combination of both mainline and side streets. Three areas that may work well for a pilot study are shown on the South and West corridor maps.

IntID	Area	Streets	Controller	TSP Score	TSP Potential	Notes
1	Capitol Square	/Mifflin//Mifflin//Wisconsin//Wisconsin	ASC/3	18%	Med	
2	Capitol Square	/Mifflin//Mifflin//Webster//Webster	ASC/3	#N/A	#N/A	no TSP phases
3	Capitol Square	/Main//Main/Hamilton/Carroll//Carroll	ASC/3	17%	Med	
4	Capitol Square	State//Mifflin//Carroll//	ASC/2	#N/A	#N/A	non-standard phasing, more info needed
5	Capitol Square	/Washington//Washington//Webster//Webster	ASC/2	62%	High	
6	Capitol Square	/Washington//Washington//Carroll//Carroll	ASC/3	66%	High	
7	Capitol Square	State//State//Fairchild//Dayton//	ASC/2	96%	High	
8	Capitol Square	/Main/King///Pinckney//	ASC/3	23%	Med	
9	Capitol Square	/Washington//Washington//Pinckney//Pinckney	ASC/3	50%	Med	
10	Capitol Square	/Mifflin//Mifflin//Pinckney/Hamilton/Pinckney	ASC/3	1%	Low	
11	East Washington	Washington//Washington//Eagan//Continental	ASC/3	19%	Med	
12	East Washington	Washington//Washington//Lien/-/-	ASC/2	10%	Med	
13	East Washington	Washington//Washington//Mendota//Mendota	ASC/2	7%	Low	
14	East Washington	Washington//Washington//Thierer//Portage//	ASC/2	10%	Med	
15	East Washington	Anderson//Anderson//Wright//Wright//	ASC/2	43%	Med	
16	East Washington	Washington//Washington//Baldwin//Baldwin//	ASC/2	11%	Med	WB is overlap A
17	East Washington	Washington//Washington//Blair//Blair//	ASC/2	37%	Med	WB is overlap B
18	East Washington	Washington//Washington//Fair Oaks//Wright//	ASC/2	77%	High	
19	East Washington	Washington//Washington//First//First//	ASC/2	37%	Med	
20	East Washington	Washington//Washington//Fourth//Fourth//	ASC/2	22%	Med	
21	East Washington	Washington//Washington//30 EB//30 EB//	ASC/3	22%	Med	
22	East Washington	Washington//Washington//30 WB//30 WB//	ASC/3	3%	Low	
23	East Washington	Washington//Washington//Ingersoll//Ingersoll//	ASC/2	8%	Low	WB is overlap A
24	East Washington	Washington//Washington//Johnson//Johnson//	ASC/2	7%	Low	
25	East Washington	Washington//Washington//Marquette///-/-	ASC/2	0%	Low	WB is overlap A
26	East Washington	Washington//Washington//Milwaukee//North//	ASC/2	13%	Med	
27	East Washington	Washington//Washington//Paterson//Paterson//	ASC/3	22%	Med	
28	Fish Hatchery	Emil//Ann//Fish Hatchery//Fish Hatchery//	ASC/2	28%	Med	
29	Fish Hatchery	Badger//Badger//Fish Hatchery//Fish Hatchery//	ASC/3	61%	High	
30	Fish Hatchery	Greenway//Greenway//Fish Hatchery//Fish Hatchery//	ASC/8000	50%	Med	
31	Fish Hatchery	Caddis Bend//Caddis Bend//Fish Hatchery//Fish Hatchery//	ASC/2	131%	High	non-standard phasing
32	Fish Hatchery	EB Beltline//EB Beltline//Fish Hatchery//Fish Hatchery//	ASC/2	43%	Med	
33	Fish Hatchery	Post//Fish Hatchery//Fish Hatchery//	ASC/3	31%	Med	
34	Gorham Univ	Gorham//Gorham//Broom//Broom//	ASC/2	0%	Low	
35	Gorham Univ	State/Gorham/State/Gorham//	ASC/2	204%	High	
36	Gorham Univ	University//University//Brooks///-/-	ASC/3	3%	Low	
37	Gorham Univ	University//University//Charter//Charter//	ASC/3	10%	Med	
38	Gorham Univ	University//University//Frances//Frances//	ASC/3	4%	Low	
39	Gorham Univ	University//University//Lake//Lake//	ASC/2	#N/A	#N/A	non-standard phasing, more info needed
40	Gorham Univ	University//University//Mills///-/-	ASC/3	4%	Low	
41	Gorham Univ	University//University//Orchard///-/-	ASC/3	0%	Low	
42	Gorham Univ	University//University//Park//Park//	ASC/2	28%	Med	
43	Gorham Univ	University//University//Randall//Randall//	ASC/3	1%	Low	WB is overlap A
44	Johnson	Campus//Campus//Orchard//Orchard//	ASC/3	2%	Low	
45	Johnson	Campus//Campus//Randall//Randall//	ASC/2	19%	Med	
46	Johnson	Johnson//Johnson//Bassett//Bassett//	ASC/2	6%	Low	
47	Johnson	Johnson//Johnson//Brooks//Brooks//	ASC/3	2%	Low	
48	Johnson	Johnson//Johnson//Broom//Broom//	ASC/2	14%	Med	
49	Johnson	Johnson//Johnson//Frances//Frances//	ASC/2	1%	Low	
50	Johnson	State/Johnson/State/Johnson//	ASC/8000	128%	High	
51	Johnson	Johnson//Johnson//Charter//Charter//	ASC/2	12%	Med	
52	Johnson	Johnson//Johnson//Lake//Lake//	ASC/2	#N/A	#N/A	non-standard phasing, more info needed
53	Johnson	Johnson//Johnson//Mills//Mills//	ASC/2	4%	Low	
54	Johnson	Johnson//Johnson//Park//Park//	ASC/2	3%	Low	non-standard phasing
55	Johnson	University//University//Babcock//Babcock//	ASC/3	0%	Low	
56	Johnson	University//University//Campus//Campus//	ASC/3	#N/A	#N/A	non-standard phasing, more info needed
57	Mineral Pt	Mineral Pt//Mineral Pt//Island//Island//	ASC/8000	0%	Low	

IntID	Area	Streets	Controller	TSP Score	TSP Potential	Notes
58	Mineral Pt	Mineral Pt//Mineral Pt//D'Onofrio//D'Onofrio/	ASC/8000	1%	Low	non-standard phasing, WB is OLA
59	Mineral Pt	Mineral Pt//Mineral Pt//Gammon//Gammon/	ASC/2	119%	High	
60	Mineral Pt	Mineral Pt//Mineral Pt//Grand Canyon//Grand	ASC/8000	24%	Med	
61	Mineral Pt	Mineral Pt//Mineral Pt//High Point//High Point/	ASC/8000	48%	Med	
62	Mineral Pt	Mineral Pt//Mineral Pt//Rosa//Rosa/	ASC/8000	7%	Low	
63	Mineral Pt	Mineral Pt//Mineral Pt//Westfield//Westfield/	ASC/8000	86%	High	WB is overlap A
64	Odana	Odana//Odana//Gammon//Gammon/	ASC/8000	182%	High	
65	Odana	Odana//Odana//Grand Canyon//Grand Canyon/	ASC/8000	55%	High	
66	Odana	Odana//Odana//Potomac//Potomac/	ASC/2	22%	Med	
67	Odana	Odana//Odana//Research//Research/	ASC/8000	13%	Med	
68	Odana	Odana//Odana//Tokay//Tokay/	ASC/8000	68%	High	
69	Park	Badger//Badger//Park//Park/	ASC/3	115%	High	
70	Park	Braxton//Braxton//Park//Park/	ASC/2	9%	Low	
71	Park	Buick//Buick//Park//Park/	ASC/3	9%	Low	
72	Park	Erin//Erin//Park//Park/	ASC/2	6%	Low	
73	Park	Fish Hatchery//Fish Hatchery//Park//Park/	ASC/3	0%	Low	
74	Park	Hughes//Hughes//Park//Park/	ASC/2	15%	Med	
75	Park	Regent//Regent//Park//Park/	ASC/2	73%	High	
76	Park	Olin//Olin//Park//Park/	ASC/8000	3%	Low	SB is overlap A
77	Park	Washington//Washington//Park//Park/	ASC/2	9%	Low	non-standard phasing
78	Park	Wingra//Wingra//Park//Park/	ASC/3	#N/A	#N/A	non-standard phasing, more info needed
79	Sherman	Aberg//Aberg//Sherman//Sherman/	ASC/8000	18%	Med	SB is overlap A
80	Sherman	Commercial//Commercial//Sherman//Sherman/	ASC/8000	13%	Med	SB is overlap A
81	Sherman	Johnson//Johnson//First//First/	ASC/2	80%	High	
82	Sherman	Johnson//Johnson//Fordem//Fordem/	ASC/3	81%	High	
83	Sherman	Northport//Northport//Sherman//Sherman/	ASC/3	33%	Med	
84	Sherman	Schlimgen//Schlimgen//Sherman//Sherman/	ASC/8000	0%	Low	
85	Univ West	University//University//Farley//Farley/	ASC/3	48%	Med	
86	Univ West	University//University//Midvale//Rose/	ASC/3	12%	Med	
87	Univ West	University//University//Ridge//Ridge/	ASC/3	#N/A	#N/A	non-standard phasing, more info needed
88	Univ West	University//University//Segoe//Segoe/	ASC/3	#N/A	#N/A	non-standard phasing, more info needed
89	Univ West	University//University//Shorewood//Shorewoo	ASC/3	2%	Low	
90	Whitney	Mineral Pt//Mineral Pt//Whitney//Whitney/	ASC/8000	78%	High	NB is OLA, EB is OLC
91	Whitney	Regent//Regent//Whitney//Whitney/	ASC/8000	0%	Low	
92	Whitney	Research//Science//Whitney//Whitney/	ASC/2	0%	Low	non-standard phasing
93	Whitney	Tokay//Tokay//Whitney//Whitney/	ASC/8000	69%	High	

## Transit Signal Priority (TSP) Locations

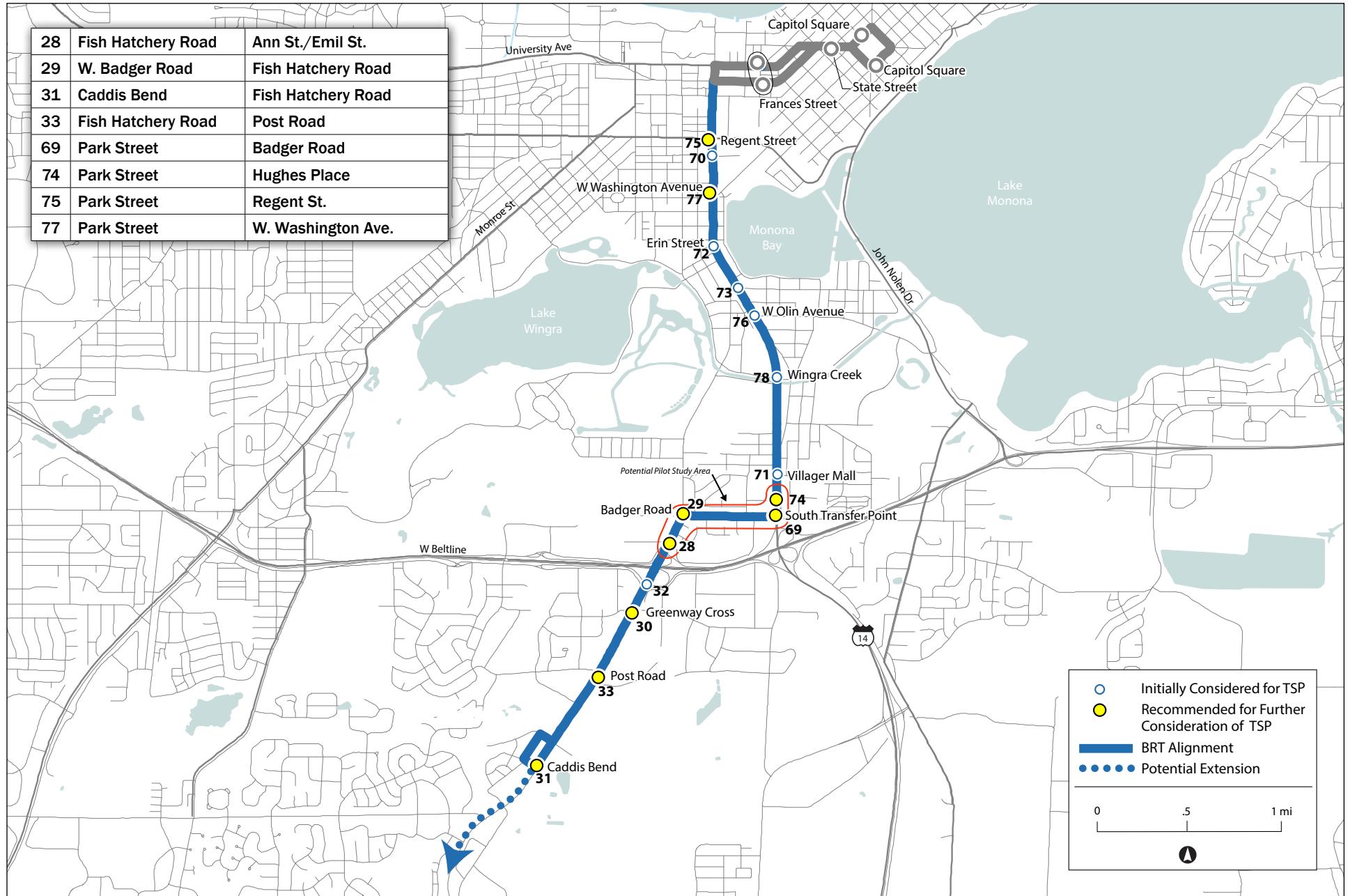
Preliminary recommended locations for Transit Signal Priority (TSP) will be used as inputs into the project's capital cost estimate and travel time estimates. In total, the alignments pass through 99 signalized intersections. 58 are preliminarily recommended for TSP, 41 are not recommended and 4 intersections are labeled "Exempt," because they are railroad crossings.

Corridor	Intersection		TSP?	
	ID	Intersection		
Central	1	Pinckney	Mifflin	Yes
	2	Mifflin St.	Wisconsin Ave.	Yes
	3	Mifflin St.	Carroll St/State St. (RT)	Yes
	4	State St.	W. Dayton St.	Yes
	5	State Street	Johnson St.	Yes
	6	State Street	Gorham St. (LT)	Yes
	7	Gorham St.	N. Broom St.	No
	8	University Ave.	N. Frances St.	No
	9	University Ave.	N. Lake St.	No
	10	University Ave.	Campus Mall	No
	11	University Ave.	Park St. (LT)	No
	12	University Ave.	N. Brooks St.	No
	13	University Ave.	N. Mills St.	No
	14	University Ave.	N. Charter St.	No
	15	University Ave.	N. Orchard St.	No
	16	University Ave.	N. Randall Ave.	No
	17	University Ave.	RR Xing/Ped Xing	No
	18	University Ave.	Campus Drive	No
	19	Campus Drive	Randall Ave.	No
	20	Johnson St.	Orchard St	No
	21	Johnson St.	Charter St.	No
	22	Johnson St.	Mills St.	No
	23	Johnson St.	Brooks St.	No
	24	Johnson St.	Park St.	No
	25	Johnson St.	E Campus Mall	No
	26	Johnson St.	Lake St.	No
	27	Johnson St.	Frances St.	No
	28	Johnson St.	Bassett St.	No
	29	Johnson St.	Broom St.	No
	30	Carroll	W. Washington Ave.	Yes
	31	Carroll	Main St.	Yes
	32	Main Street	Martin Luther King Blvd., Jr.	Yes
	33	Main Street	Pinckney Street/King Street (LT)	Yes
	34	Pinckney St.	Washington Ave. (RT)	No
	35	Washington Ave.	Webster St.	Yes
	36	Washington Ave.	Blair St.	No
	37	Washington Ave.	Paterson St.	Yes
	38	Washington Ave.	Ingersoll St.	Yes
	39	Washington Ave.	Baldwin St.	Yes

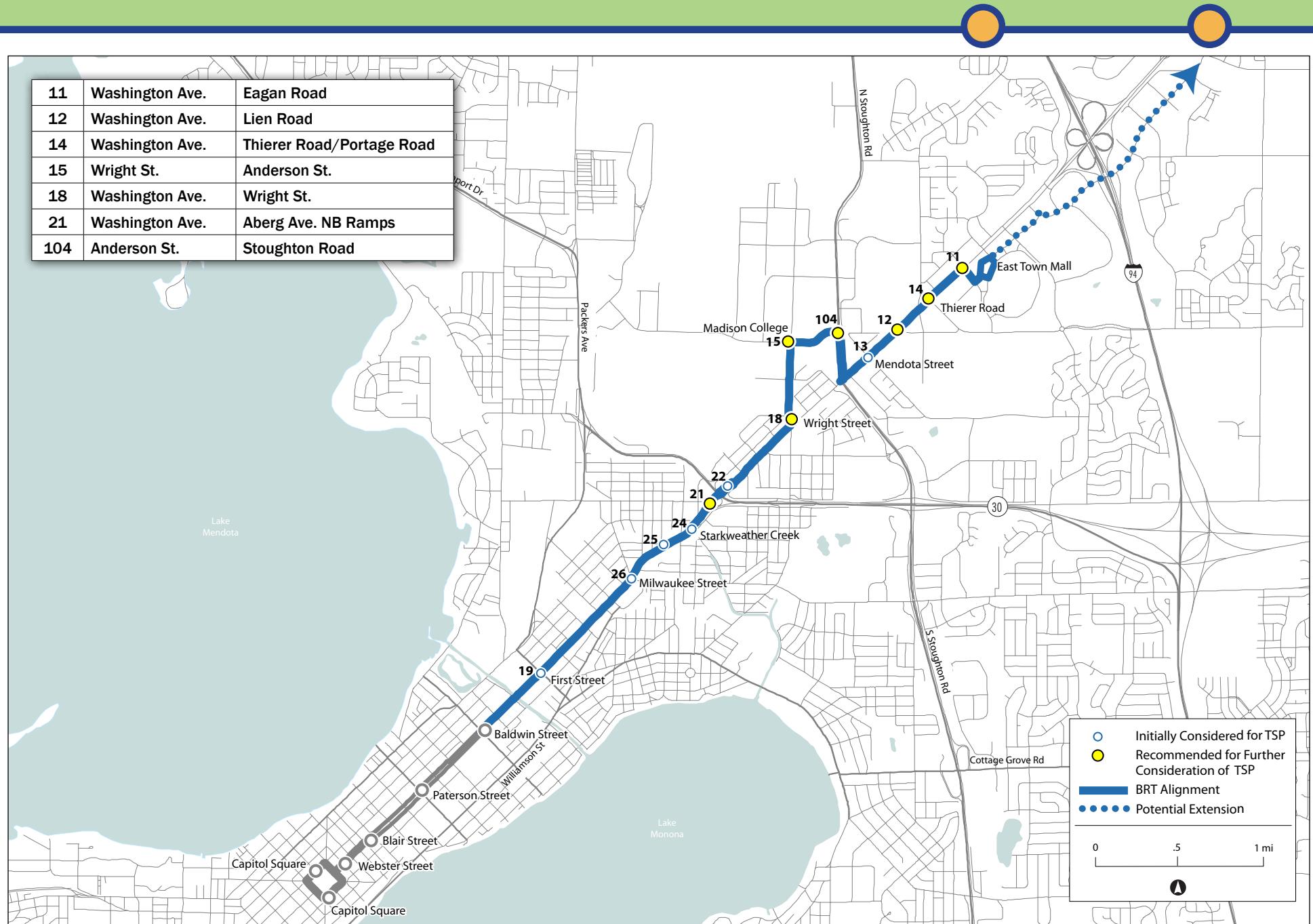
Corridor	Intersection			TSP?
	ID	Intersection		
<b>South</b>	40	Park Street	W. Dayton St.	No
	41	Park Street	Regent St.	Yes
	42	Park Street	Braxton Place	Yes
	43	Park Street	W. Washington Ave.	No
	44	Park Street	Erin St.	Yes
	45	Park Street	Fish Hatchery Road	No
	46	Park Street	W. Olin Ave.	Yes
	47	Park Street	W. Wingra Dr. / Plaenert	No
	48	Park Street	Railroad Crossing	Exempt
	49	Park Street	Buick St.	Yes
	50	Park Street	Hughes Place	Yes
	51	Park Street	Badger Road (RT)	No
	52	W. Badger Road	Fish Hatchery Road (LT)	Yes
	53	Fish Hatchery Road	Ann St./Emil St.	Yes
	54	Fish Hatchery Road	Beltline WB Ramps	No
	55	Fish Hatchery Road	Beltline EB Ramps	No
	56	Fish Hatchery Road	Greenway Cross	No
	57	Fish Hatchery Road	Post Road	Yes
	58	Caddis Bend	Fish Hatchery Road (LT)	Yes
<b>North</b>	59	Busway Connection	Johnson Street	Yes
	60	Sherman Ave.	Commercial Ave.	Yes
	61	Sherman Ave.	Railroad Crossing	Exempt
	62	Sherman Ave.	Aberg Ave.	Yes
	63	Sherman Ave.	Schlimgen Ave.	Yes
<b>East</b>	64	Washington Ave.	RR Crossing #1	Exempt
	65	Washington Ave.	RR Crossing #2	Exempt
	66	Washington Ave.	First Street	No
	67	Washington Ave.	Fourth Street	No
	68	Washington Ave.	North St./Milwaukee St.	No
	69	Washington Ave.	Johnson St.	No
	70	Washington Ave.	N. Marquette	Yes
	71	Washington Ave.	Aberg Ave. SB Ramps	Yes
	72	Washington Ave.	Aberg Ave. NB Ramps	Yes
	73	Washington Ave.	Wright St. (LT)	Yes
	74	Wright St.	Anderson St. (RT)	Yes
	75	Anderson St.	Stoughton Road (RT)	Yes
	76	Stoughton Road	Washington Ave. (LT)	No
	77	Washington Ave.	Mendota St.	Yes
	78	Washington Ave.	Lien Road	Yes
	79	Washington Ave.	Thierer Road/Portage Road	Yes
	80	Washington Ave.	Eagan Road (RT)	Yes

Corridor	Intersection			TSP?
	ID	Intersection		
<b>West</b>	81	University Ave.	Farley Ave.	No
	82	University Ave.	Ridge Street	Yes
	83	University Ave.	Shorewood Blvd.	No
	84	University Ave.	Midvale Blvd.	No
	85	University Ave.	Segoe Road (LT)	Yes
	86	Segoe Road	Frey Road	Yes
	87	Whitney Way	Regent St.	Yes
	88	Whitney Way	Mineral Point Road (RT)	Yes
	89	Mineral Point Road	Rosa Rd.	Yes
	90	Mineral Point Road	Island Dr.	Yes
	91	Mineral Point Road	Yellowstone Dr.(future signal)	Yes
	92	Mineral Point Road	Grand Canyon Dr.	Yes
	93	Mineral Point Road	Gammon Road	Yes
	94	Westfield Road	Mineral Point Road (LT)	Yes
	95	Mineral Point Road	Randolph Drive	Yes
	96	Gammon Road	High Point Road	Yes
<b>Odana Road Alignment</b>	97	Whitney Way	Science	Yes
	98	Whitney Way	Tokay Blvd. (RT)	Yes
	99	Tokay Blvd.	Odana Road (RT)	Yes
	100	Odana Road	Research Park Blvd.	Yes
	101	Odana Road	Potomac Lane	Yes
	102	Odana Road	Grand Canyon Drive	Yes
	103	Odana Road	Gammon Road	Yes

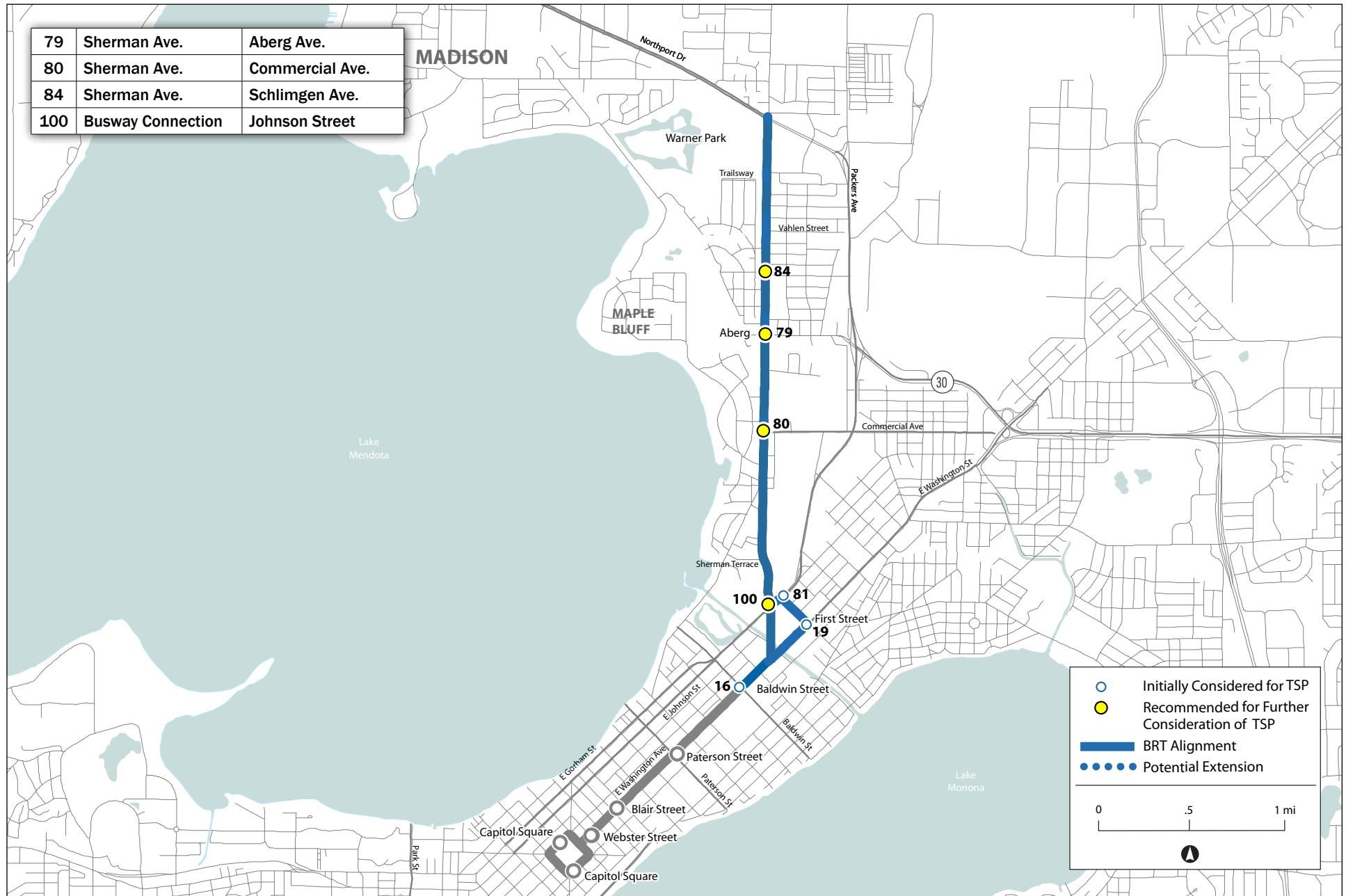
# South Corridor: TSP Recommendations



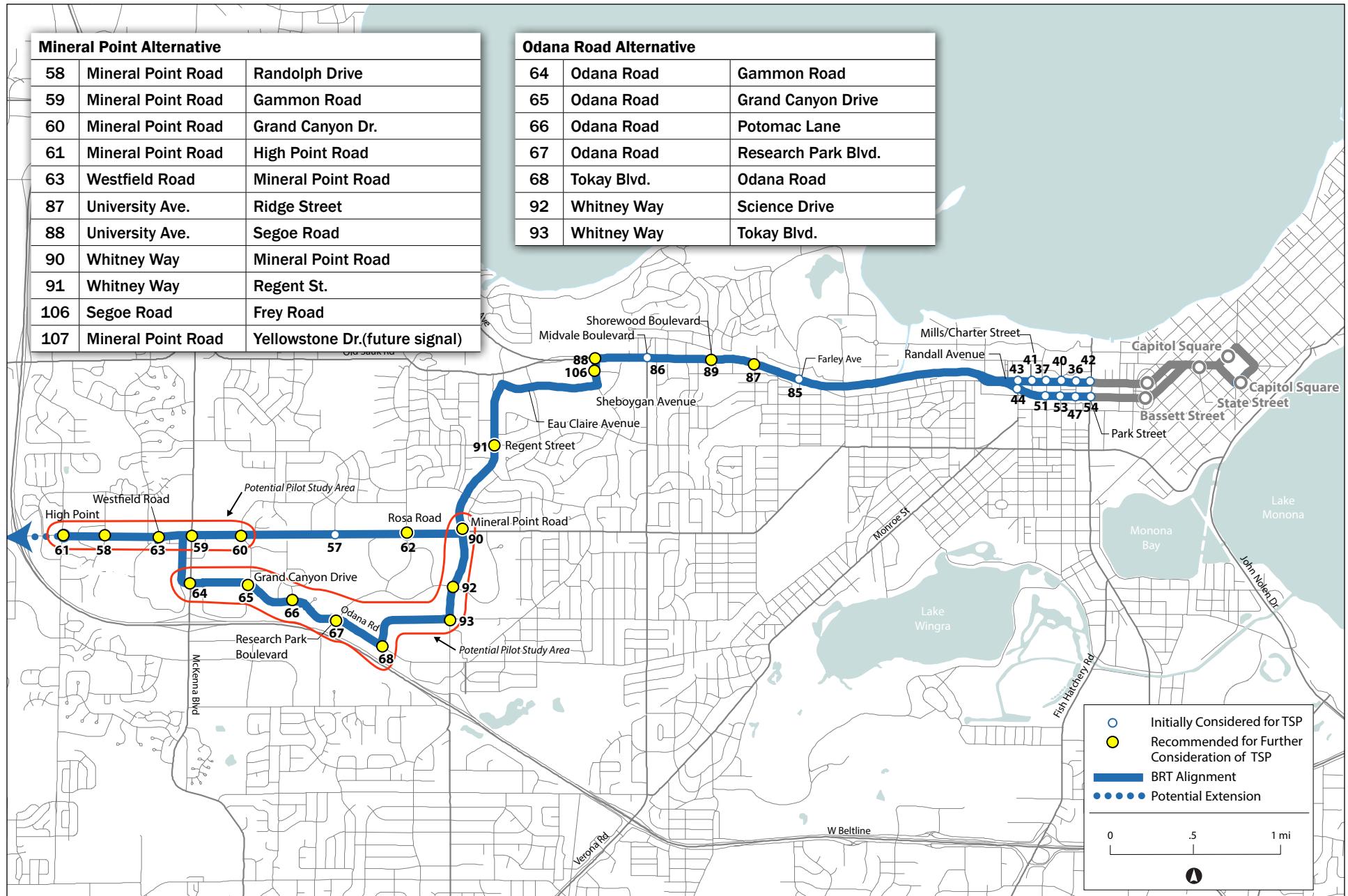
# East Corridor: TSP Recommendations



# North Corridor: TSP Recommendations



# West Corridor: TSP Recommendations



# Central Corridor: TSP Recommendations

01	Mifflin St.	Wisconsin Ave.
03	Carroll	Main St.
04	Mifflin St.	Carroll St./State St.
05	Washington Ave.	Webster St.
06	Carroll	W. Washington Ave.
07	State St.	W. Dayton St.
08	Main Street	Pinckney Street/King Street
16	Washington Ave.	Baldwin St.
27	Washington Ave.	Paterson St.
35	State Street	Gorham St.
50	State Street	Johnson St.
96	Main Street	Martin Luther King Blvd., Jr.



IntID	Phase	Movement	Phasing	Min Green	Yellow	Red Clear (All Red)	Walk	Ped Clear (FDW)	Ped Actuated?	Min Split Incl. ped?	TSP phase?	Default Min Split	Veh Min Split	Ped Min Split	Min Split	AM Pattern #	AM Cycle	AM Split (%)	AM Split (sec.)	AM Slack Time	AM TSP Time	AM TSP Time (% of ex. Split)	PM Pattern #	PM Cycle	PM Split (%)	PM Split (sec.)	PM Slack Time	PM TSP Time	PM TSP Time (% of ex. Split)
1	1											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	
1	2	SWB	Mainline	10	3	1	1	7	No	Yes	Yes	20	15	13	20	21	80	45	36	16	11	32%	41	80	47	38	18	2	5%
1	3	Ped		5	2	0	1	9	No	Yes	No	-	8	13	13	21	80	32	26	13	-	-	41	80	19	15	2	-	-
1	4	SEB	X-Street	10	3	1	1	10	No	Yes	No	18	15	16	18	21	80	23	18	0	-	-	41	80	34	27	9	-	-
1	5											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
1	6											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
1	7	Ped	Ped	5	2	0	6	10	No	Yes	No	18	8	19	19	21	80	38	30	11	-	-	41	80	26	21	2	-	-
1	8											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
2	1											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	-
2	2	NEB	Mainline	5	3	1.5	10	11	No	Yes	No	20	10	26	26	2	80	65	52	26	-	-	3	80	65	52	26	-	-
2	3											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	-
2	4	SEBNWB	X-Street	5	3	3	10	9	No	Yes	No	18	12	26	26	2	80	35	28	2	-	-	3	80	35	28	2	-	-
2	5											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	-
2	6											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	-
2	7											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	-
2	8											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	-
3	1	SEB	Mainline	5	3	0.5	7	7	No	Yes	Yes	20	9	18	20	21	80	46	37	17	6	17%	41	80	46	37	17	6	17%
3	2	NB	X-Street	5	3	1	3	7	No	Yes	No	18	10	15	18	21	80	23	18	0	-	-	41	80	23	18	0	-	-
3	3											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
3	4	NWB	X-Street	5	3	0	5	10	No	Yes	No	18	9	19	19	21	80	31	25	6	-	-	41	80	31	25	6	-	-
3	5	Ped	Ped	0	1	0	0	0	No	Yes	No	18	2	-	18	21	80	2	2	0	-	-	41	80	2	2	0	-	-
3	6	Ped	Mainline	5	3	0.5	2	3	No	Yes	No	20	9	9	20	21	80	44	35	15	-	-	41	80	44	35	15	-	-
3	7											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
3	8	Ped	Ped	5	3	0	8	7	No	Yes	No	18	9	19	19	21	80	31	25	6	-	-	41	80	31	25	6	-	-
4	1	WB	Mainline						No	Yes	No	20	-	-	20	2	80	36	29	9	-	-	3	80	34	27	7	-	-
4	2	BusState	Mainline						No	Yes	No	20	-	-	20	2	80	24	19	0	-	-	3	80	26	21	1	-	-
4	3	StatePed										-	-	-	-	2	80	9	7	7	-	-	3	80	9	7	7	-	-
4	4	WB	X-Street						No	Yes	No	18	-	-	18	2	80	31	25	7	-	-	3	80	31	25	7	-	-
4	5											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	-
4	6											-	-	-	-	2	80	36	29	29	-	-	3	80	34	27	27	-	-
4	7											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	-
4	8											-	-	-	-	2	80	31	25	25	-	-	3	80	31	25	25	-	-
5	1											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	-
5	2	NEBSWB	Mainline	5	3	2	8	9	No	Yes	Yes	20	11	23	23	2	80	28	22	0	22	98%	3	80	44	35	12	9	26%
5	3	NWB	X-Street	5	3	0.5	0	7	No	Yes	No	18	9	-	18	2	80	50	40	22	-	-	3	80	34	27	9	-	-
5	4	Ped	Ped	5	1	0.5	7	9	No	Yes	No	18	7	18	18	2	80	22	18	0	-	-	3	80	22	18	0	-	-
5	5											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	-
5	6											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	-
5	7											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	-
5	8											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	-
6	1	SEB	Mainline	9	3	1.5	7	10	No	Yes	Yes	20	14	22	22	21	80	31	25	3	16	66%	41	80	31	25	3	16	66%
6	2	NEBSWB	X-Street	10	3.5	1.5	1	7	No	Yes	No	18	16	14	18	21	80	43	34	16	-	-	41	80	43	34	16	-	-
6	3											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
6	4	Ped	Ped	5	2	0	3	10	No	Yes	No	18	8	16	18	21	80	26	21	3	-	-	41	80	26	21	3	-	-
6	5											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
6	6											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
6	7											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
6	8	Ped	Ped	5	3	1	7	9	No	Yes	No	18	10	21	21	21	80	26	21	0	-	-	41	80	26	21	0	-	-

IntID	Phase	Movement	Phasing	Min Green	Yellow	Red Clear (All Red)	Ped Clear (FDW)	Ped Actuated?	Min Split Incl. ped?	TSP phase?	Default Min Split	Veh Min Split	Ped Min Split	Min Split	AM Pattern #	AM Cycle	AM Split (%)	AM Split (sec.)	AM Slack Time	AM TSP Time	AM TSP Time (% of ex. Split)	PM Pattern #	PM Cycle	PM Split (%)	PM Split (sec.)	PM Slack Time	PM TSP Time	PM TSP Time (% of ex. Split)	
				Walk	Ped Clear (FDW)	TSP phase?																							
7	1	Ped	Ped	1	1	0	0	7	No	Yes	No	18	3	-	18	2	80	3	2	0	-	-	3	80	3	2	0	-	
7	2	SB	X-Street	17	3	1.5	10	7	No	Yes	No	18	22	22	22	2	80	60	48	26	-	-	3	80	60	48	26	-	
7	3	Ped	Ped	1	1	0	0	12	No	Yes	No	18	3	-	18	2	80	3	2	0	-	-	3	80	3	2	0	-	
7	4	EBWB	Mainline	5	3	1.5	10	12	No	Yes	Yes	20	10	27	27	2	80	34	27	0	26	96%	3	80	34	27	0	26	
7	5											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	
7	6											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	
7	7											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	
7	8											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	
8	1											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	
8	2	NEB	Mainline	10	3	0.5	0	7	No	Yes	Yes	20	14	-	20	2	80	45	36	16	8	23%	3	80	45	36	16	8	23%
8	3	Ped	Ped	5	0	2	1	9	No	Yes	No	18	8	13	18	2	80	33	26	8	-	-	3	80	33	26	8	-	-
8	4	WB	X-Street	5	3	1	1	13	No	Yes	No	18	10	19	19	2	80	22	18	0	-	-	3	80	22	18	0	-	-
8	5											-	-	-	-	2	80	-	-	-	-	-	3	80	-	-	-	-	-
8	6											-	-	-	-	2	80	45	36	36	-	-	3	80	45	36	36	-	-
8	7	Ped	Ped	5	0	0	6	10	No	Yes	No	18	6	17	18	2	80	39	31	13	-	-	3	80	39	31	13	-	-
8	8											-	-	-	-	2	80	16	13	13	-	-	3	80	16	13	13	-	-
9	1	NWB	Mainline	9	3	1.5	7	10	No	Yes	Yes	20	14	22	22	21	80	37	30	8	13	45%	41	80	43	34	12	9	25%
9	2	NEBSWB	X-Street	10	3.5	1	1	7	No	Yes	Yes	18	15	13	18	21	80	33	26	8	13	48%	41	80	27	22	4	17	81%
9	3											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
9	4	Ped	Ped	5	2	0	3	9	No	Yes	No	18	8	15	18	21	80	30	24	6	-	-	41	80	30	24	6	-	-
9	5											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
9	6											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
9	7											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
9	8	Ped	Ped	5	2	0	7	9	No	Yes	No	18	8	19	19	21	80	30	24	5	-	-	41	80	30	24	5	-	-
10	1	NWB	Mainline	5	3	5	7	7	No	Yes	Yes	20	14	23	23	21	80	46	37	14	0	1%	41	80	46	37	14	0	1%
10	2	SB	X-Street	5	4	2	3	7	No	Yes	No	18	12	17	18	21	80	23	18	0	-	-	41	80	23	18	0	-	-
10	3											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
10	4	SEB	X-Street	5	3	0	0	7	No	Yes	No	18	9	-	18	21	80	18	14	0	-	-	41	80	18	14	0	-	-
10	5											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
10	6	Ped	Mainline	5	3	1	7	7	No	Yes	No	20	10	19	20	21	80	67	54	34	-	-	41	80	67	54	34	-	-
10	7											-	-	-	-	21	80	-	-	-	-	-	41	80	-	-	-	-	-
10	8	Ped	Ped	5	3	0	6	10	No	Yes	No	18	9	20	20	21	80	31	25	5	-	-	41	80	31	25	5	-	-
11	1	WBLT	Prot	7	3.5	2	0	0	No	Yes	No	12	13	-	13	3	90	16	14	1	-	-	2	100	16	16	3	-	-
11	2	EB	Mainline	35	4	1.5	7	16	No	Yes	Yes	20	41	29	41	3	90	38	34	0	7	20%	2	100	41	41	0	10	24%
11	3	NB	X-Street	10	3.5	2.5	0	0	No	Yes	Yes	18	17	-	18	3	90	25	23	5	2	10%	2	100	23	23	5	5	22%
11	4	SB	X-Street	8	3.5	2.5	7	10	Yes	No	No	18	15	-	18	3	90	21	19	1	-	-	2	100	20	20	2	-	-
11	5	EBLT	Prot	7	3.5	2	0	0	No	Yes	No	12	13	-	13	3	90	16	14	1	-	-	2	100	16	16	3	-	-
11	6	WB	Mainline	35	4	1.5	13	10	No	Yes	No	20	41	29	41	3	90	38	34	0	-	-	2	100	43	43	2	-	-
11	7											-	-	-	-	3	90	-	-	-	-	-	2	100	-	-	-	-	-
11	8	Ped	Ped	5	3.5	2.5	20	15	Yes	No	No	18	12	-	18	3	90	46	41	23	-	-	2	100	42	42	24	-	-
12	1	WBLT	P/P	4	3.5	1.5	0	0	No	No	No	11	10	-	11	3	90	12	11	0	-	-	2	100	9	9	0	-	-
12	2	EB	Mainline	16	4	1	7	9	Yes	No	Yes	20	22	-	22	3	90	61	55	33	5	10%	2	100	65	65	43	7	11%
12	3											-	-	-	-	3	90	-	-	-	-	-	2	100	-	-	-	-	-
12	4	NB	X-Street	12	3.5	2.5	15	11	Yes	No	No	18	19	-	19	3	90	27	24	5	-	-	2	100	26	26	7	-	-
12	5	EBLT	P/P	4	3.5	1.5	0	0	No	No	No	11	10	-	11	3	90	12	11	0	-	-	2	100	9	9	0	-	-
12	6	WB	Mainline	14	4	1	7	7	Yes	No	Yes	20	20	-	20	3	90	61	55	35	5	10%	2	100	65	65	45	7	11%
12	7											-	-	-	-	3	90	-	-	-	-	-	2	100	-	-	-	-	-
12	8											-	-	-	-	3	90	-	-	-	-	-	2	100	-	-	-	-	-

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				4	3.5	1.5	0	0	No	No	11	10	-	11	3	90	12	11	0	-	-	2	100	10	10	0	-	-	
13	1	WBLT	P/P	4	3.5	1.5	0	0	No	No	11	10	-	11	3	90	12	11	0	-	-	2	100	10	10	0	-	-	
13	2	EB	Mainline	14	4	1	10	11	Yes	No	Yes	20	20	-	20	3	90	64	58	38	4	6%	2	100	67	67	47	5	7%
13	3										-	-	-	3	90		-	-	-	-	-	2	100		-	-	-	-	
13	4	NBSB	X-Street	10	3.5	2.5	17	12	Yes	No	18	17	-	18	3	90	24	22	4	-	-	2	100	23	23	5	-	-	
13	5	EBLT	P/P	4	3.5	1.5	0	0	No	No	11	10	-	11	3	90	10	9	0	-	-	2	100	12	12	1	-	-	
13	6	WB	Mainline	14	4	1	10	11	Yes	No	Yes	20	20	-	20	3	90	66	59	39	4	6%	2	100	65	65	45	6	9%
13	7										-	-	-	3	90		-	-	-	-	-	2	100		-	-	-	-	
13	8										-	-	-	3	90		-	-	-	-	-	2	100		-	-	-	-	
14	1	WBLT	P/P	4	3.5	2	0	0	No	No	No	11	10	-	11	3	90	13	12	1	-	-	2	100	10	10	0	-	-
14	2	EB	Mainline	21	4	1.5	7	14	Yes	No	Yes	20	27	-	27	3	90	63	57	30	4	8%	2	100	66	66	39	6	9%
14	3										-	-	-	3	90		-	-	-	-	-	2	100		-	-	-	-	
14	4	NBSB	X-Street	10	3.5	3	18	12	Yes	No	No	18	17	-	18	3	90	24	22	4	-	-	2	100	24	24	6	-	-
14	5	EBLT	P/P	4	3.5	2	0	0	No	No	No	11	10	-	11	3	90	13	12	1	-	-	2	100	15	15	4	-	-
14	6	WB	Mainline	18	4	1.5	7	13	Yes	No	Yes	20	24	-	24	3	90	63	57	33	4	8%	2	100	61	61	37	10	16%
14	7										-	-	-	3	90		-	-	-	-	-	2	100		-	-	-	-	
14	8										-	-	-	3	90		-	-	-	-	-	2	100		-	-	-	-	
15	1	NBLT	P/P	5	4	1	0	0	No	No	No	11	11	-	11	Free	Free	18	7	-	-	Free	Free	18	7	-	-	-	
15	2	SB	Mainline	10	3.5	1.5	10	13	Yes	No	No	20	16	-	20	Free	Free	30	10	-	-	Free	Free	30	10	-	-	-	
15	3										-	-	-	Free	Free		-	-	-	-	-	Free	Free	-	-	-	-	-	
15	4	EBWB	X-Street	10	3.5	1.5	10	13	Yes	No	Yes	18	16	-	18	Free	Free	35	17	10	29%	Free	Free	35	17	10	29%	-	
15	5										-	-	-	Free	Free		-	-	-	-	-	Free	Free	-	-	-	-	-	
15	6	NB	Mainline	10	3.5	1.5	10	13	Yes	No	Yes	20	16	-	20	Free	Free	30	10	17	57%	Free	Free	30	10	17	57%	-	
15	7										-	-	-	Free	Free		-	-	-	-	-	Free	Free	-	-	-	-	-	
15	8										-	-	-	Free	Free		-	-	-	-	-	Free	Free	-	-	-	-	-	
16	1	WBLT	P/P	4	3.5	1	0	0	No	No	No	11	9	-	11	5	100	15	15	4	-	-	6	100	12	12	1	-	-
16	2	EB	Mainline	17	3.5	1	7	10	Yes	No	Yes	20	22	-	22	5	100	56	56	34	8	14%	6	100	57	57	35	8	14%
16	3	Ped	Ped	1	3	0	0	0	No	Yes	No	18	5	-	18	5	100	7	7	0	-	-	6	100	6	6	0	-	-
16	4	NBSB	X-Street	10	3.5	3	17	11	Yes	No	No	18	17	-	18	5	100	22	22	4	-	-	6	100	25	25	7	-	-
16	5										-	-	-	5	100		-	-	-	-	-	6	100		-	-	-	-	
16	6	WB-OLA									Yes	-	-	5	100	71	71	71	4	6%	6	100	69	69	69	7	10%		
16	7										-	-	-	5	100		-	-	-	-	-	6	100		-	-	-	-	
16	8	Ped	Ped	10	3.5	3	17	11	Yes	No	No	18	17	-	18	5	100	29	29	11	-	-	6	100	31	31	13	-	-
17	1	EB	Mainline	15	3.5	2	6	10	No	Yes	Yes	20	21	22	22	5	100	23	23	1	24	104%	6	100	36	36	14	9	25%
17	2	WBLT	Prot	10	3.5	1	7	9	No	Yes	No	12	15	21	21	5	100	42	42	21	-	-	6	100	22	22	1	-	-
17	3	NB	X-Street	4	3	1	1	7	Yes	No	No	18	9	-	18	5	100	14	14	0	-	-	6	100	16	16	0	-	-
17	4	SB	X-Street	8	3.5	2.5	7	8	Yes	No	No	18	15	-	18	5	100	21	21	3	-	-	6	100	26	26	8	-	-
17	5										-	-	-	5	100		-	-	-	-	-	6	100		-	-	-	-	
17	6	WB-OLB									Yes	-	-	5	100	65	65	65	3	5%	6	100	58	58	58	8	14%		
17	7										-	-	-	5	100		-	-	-	-	-	6	100		-	-	-	-	
17	8										-	-	-	5	100		-	-	-	-	-	6	100		-	-	-	-	
18	1	WBLT	P/P	6	3.5	1.5	0	0	No	Yes	No	11	12	-	12	5	100	21	21	9	-	-	6	100	21	21	9	-	-
18	2	EB	Mainline	16	3.5	1.5	10	18	No	Yes	No	20	22	34	34	5	100	48	48	14	-	-	6	100	47	47	13	-	-
18	3										-	-	-	5	100		-	-	-	-	-	6	100	-	-	-	-	-	
18	4	NBSB	X-Street	9	3.5	3.5	16	12	No	Yes	Yes	18	17	36	36	5	100	31	31	0	23	74%	6	100	32	32	0	22	69%
18	5	EBLT	Prot	6	3.5	1.5	0	7	No	Yes	Yes	12	12	-	12	5	100	19	19	7	16	84%	6	100	19	19	7	15	79%
18	6	WB	Mainline	16	3.5	1.5	10	18	No	Yes	No	20	22	34	34	5	100	50	50	16	-	-	6	100	49	49	15	-	-
18	7										-	-	-	5	100		-	-	-	-	-	6	100		-	-	-	-	
18	8										-	-	-	5	100		-	-	-	-	-	6	100		-	-	-	-	

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				5	3	2.5																								
19	1	EBLT	Prot	5	3	2.5	0	7	No	Yes	Yes	20	26	22	26	5	100	51	51	25	8	16%	6	100	30	30	4	29	97%	
19	2	WB	Mainline	20	3.5	1.5	7	9	No	Yes	Yes	20	26	22	26	5	100	14	14	3	-	-	6	100	11	11	0	-	-	
19	3	NBLT	P/P	5	3	2.5	0	7	No	Yes	No	11	11	-	11	5	100	20	20	2	-	-	6	100	23	23	5	-	-	
19	4	SB	X-Street	6	3.5	3	9	9	Yes	No	No	18	13	-	18	5	100	18	18	7	-	-	6	100	10	10	0	-	-	
19	5	WBLT	P/P	4	3	2	0	7	No	Yes	No	11	10	-	11	5	100	18	18	7	-	-	6	100	10	10	0	-	-	
19	6	EB	Mainline	20	3.5	1.5	7	15	No	Yes	Yes	20	26	28	28	5	100	48	48	20	12	25%	6	100	56	56	28	5	9%	
19	7											-	-	-	-	5	100			-	-	-	-	6	100			-	-	-
19	8	NB	Ped	10	3.5	3	18	12	Yes	No	No	18	17	-	18	5	100	34	34	16	-	-	6	100	34	34	16	-	-	
20	1											-	-	-	-	5	100			-	-	-	-	6	100			-	-	-
20	2	EBWB	Mainline	17	3.5	1.5	7	10	Yes	No	Yes	20	23	-	23	5	100	67	67	44	15	22%	6	100	67	67	44	15	22%	
20	3	Ped	Ped	5	3	0	1	6	No	Yes	No	18	9	11	18	5	100			-	-	-	-	6	100			-	-	-
20	4	NBSB	X-Street	10	3	3.5	21	10	Yes	No	No	18	17	-	18	5	100	33	33	15	-	-	6	100	33	33	15	-	-	
20	5											-	-	-	-	5	100			-	-	-	-	6	100			-	-	-
20	6											-	-	-	-	5	100			-	-	-	-	6	100			-	-	-
20	7											-	-	-	-	5	100			-	-	-	-	6	100			-	-	-
20	8											-	-	-	-	5	100			-	-	-	-	6	100			-	-	-
21	1	Ped	Ped	10	3.5	3.5	7	6	Yes	No	No	18	18	-	18	3	90	23	21	3	-	-	2	90	23	21	3	-	-	
21	2	WB	Mainline	20	3.5	2.5	0	0	No	No	Yes	20	27	-	27	3	90	40	36	9	6	16%	2	90	40	36	9	6	16%	
21	3	NBLT	Prot	8	3.5	1.5	0	0	No	No	No	12	14	-	14	3	90	19	17	3	-	-	2	90	19	17	3	-	-	
21	4	Ped	Ped	8	3.5	0.5	6	6	Yes	No	No	18	13	-	18	3	90	18	16	0	-	-	2	90	18	16	0	-	-	
21	5	WBLT	Prot	6	3.5	3.5	0	0	No	No	No	12	14	-	14	3	90	23	21	7	-	-	2	90	23	21	7	-	-	
21	6	EB	Mainline	20	3.5	2.5	10	10	Yes	No	Yes	20	27	-	27	3	90	40	36	9	10	27%	2	90	40	36	9	10	27%	
21	7											-	-	-	-	3	90			-	-	-	-	2	90			-	-	-
21	8	NB	X-Street	8	3.5	0.5	6	6	Yes	No	No	18	13	-	18	3	90	37	33	15	-	-	2	90	37	33	15	-	-	
22	1	EBLT	Prot	6	3.5	2	0	0	No	No	No	12	12	-	12	3	90	18	16	4	-	-	2	90	17	15	3	-	-	
22	2	WB	Mainline	25	3.5	3.5	10	15	Yes	No	Yes	20	33	-	33	3	90	63	57	24	4	7%	2	90	64	58	25	3	6%	
22	3											-	-	-	-	3	90			-	-	-	-	2	90			-	-	-
22	4	SB	X-Street	8	3.5	1.5	0	0	No	No	No	18	14	-	18	3	90	19	17	0	-	-	2	90	19	17	0	-	-	
22	5											-	-	-	-	3	90			-	-	-	-	2	90			-	-	-
22	6	EB	Mainline	20	3.5	2	0	0	No	No	Yes	20	26	-	26	3	90	81	73	47	0	0%	2	90	81	73	47	0	0%	
22	7											-	-	-	-	3	90			-	-	-	-	2	90			-	-	-
22	8	SBLT	Prot	8	3.5	1.5	0	0	No	No	No	12	14	-	14	3	90	19	17	3	-	-	2	90	19	17	3	-	-	
23	1	WBLT	P/P	4	3.5	0.5	0	7	No	No	No	11	9	-	11	5	100	14	14	3	-	-	6	100	15	15	4	-	-	
23	2	EB	Mainline	17	3.5	1	7	10	No	Yes	Yes	20	22	22	22	5	100	66	66	44	5	8%	6	100	62	62	40	9	15%	
23	3											-	-	-	-	5	100			-	-	-	-	6	100			-	-	-
23	4	NBSB	X-Street	8	3.5	3	16	10	Yes	No	No	18	15	-	18	5	100	20	20	2	-	-	6	100	23	23	5	-	-	
23	5											-	-	-	-	5	100			-	-	-	-	6	100			-	-	-
23	6	WB-OLA										Yes	-	-	-	5	100	80	80	80	2	3%	6	100	77	77	77	5	6%	
23	7											-	-	-	-	5	100			-	-	-	-	6	100			-	-	-
23	8											-	-	-	-	5	100			-	-	-	-	6	100			-	-	-
24	1											-	-	-	-	5	100			-	-	-	-	6	100			-	-	-
24	2	EB	Mainline	18	3.5	1	7	10	No	Yes	Yes	20	23	22	23	5	100	70	70	47	2	3%	6	100	58	58	35	7	12%	
24	3	NB	X-Street	4	3	2	5	7	Yes	No	No	18	10	-	18	5	100	10	10	0	-	-	6	100	17	17	0	-	-	
24	4	SB	X-Street	5	3	3	1	12	Yes	No	No	18	12	-	18	5	100	20	20	2	-	-	6	100	25	25	7	-	-	
24	5											-	-	-	-	5	100			-	-	-	-	6	100			-	-	-
24	6	WB	Mainline	18	3.5	1	7	10	No	Yes	Yes	20	23	22	23	5	100	70	70	47	2	3%	6	100	58	58	35	7	12%	
24	7											-	-	-	-	5	100			-	-	-	-	6	100			-	-	-
24	8	Ped	Ped	10	3	3	16	11	Yes	No	No	18	17	-	18	5	100	30	30	12	-	-	6	100	31	31	13	-	-	

IntID	Phase	Movement	Phasing	Min Green	Yellow	Red Clear (All Red)	Walk	Ped Clear (FDW)	Ped Actuated?	Min Split Incl. ped?	TSP phase?	Default Min Split	Veh Min Split	Ped Min Split	Min Split	AM Pattern #	AM Cycle	AM Split (%)	AM Split (sec.)	AM Slack Time	AM TSP Time	AM TSP Time (% of ex. Split)	PM Pattern #	PM Cycle	PM Split (%)	PM Split (sec.)	PM Slack Time	PM TSP Time	PM TSP Time (% of ex. Split)
25	1											-	-	-	-	5	100	-	-	-	-	-	6	100	-	-	-	-	
25	2	EB	Mainline	18	3.5	0.5	10	10	No	Yes	Yes	20	23	25	25	5	100	71	71	46	0	0%	6	100	71	71	46	0	0%
25	3	WBLT	Prot	6	3.5	0.5	0	0	No	No	No	12	11	-	12	5	100	11	11	0	-	-	6	100	11	11	0	-	-
25	4	NB	X-Street	6	3	2.5	18	10	Yes	No	No	18	12	-	18	5	100	18	18	0	-	-	6	100	18	18	0	-	-
25	5											-	-	-	-	5	100	-	-	-	-	-	6	100	-	-	-	-	-
25	6	WB-OLA									Yes	-	-	-	-	5	100	82	82	82	0	0%	6	100	82	82	82	0	0%
25	7											-	-	-	-	5	100	-	-	-	-	-	6	100	-	-	-	-	-
25	8	SB Ped	Ped	5	3	1	6	26	Yes	No	No	18	10	-	18	5	100	18	18	0	-	-	6	100	18	18	0	-	-
26	1	WBLT	P/P	4	3.5	1.5	0	7	No	No	No	11	10	-	11	5	100	10	10	0	-	-	6	100	10	10	0	-	-
26	2	EB	Mainline	15	3.5	2	10	7	No	Yes	Yes	20	21	23	23	5	100	45	45	22	9	20%	6	100	51	51	28	3	6%
26	3	SB	X-Street	10	3.5	2.5	5	7	Yes	No	No	18	17	-	18	5	100	20	20	2	-	-	6	100	19	19	1	-	-
26	4	NB	X-Street	10	3.5	2.5	1	12	Yes	No	No	18	17	-	18	5	100	25	25	7	-	-	6	100	20	20	2	-	-
26	5	EBLT	P/P	5	3.5	1.5	0	0	No	No	No	11	11	-	11	5	100	11	11	0	-	-	6	100	11	11	0	-	-
26	6	WB	Mainline	15	3.5	2	10	7	No	Yes	Yes	20	21	23	23	5	100	44	44	21	9	20%	6	100	50	50	27	3	6%
26	7											-	-	-	-	5	100	-	-	-	-	-	6	100	-	-	-	-	-
26	8	Ped	Ped	15	3.5	2.5	16	11	Yes	No	No	18	22	-	22	5	100	31	31	9	-	-	6	100	31	31	9	-	-
27	1											-	-	-	-	5	100	-	-	-	-	-	6	100	-	-	-	-	-
27	2	EBWB	Mainline	17	3.5	1.5	7	10	No	Yes	Yes	20	23	23	23	5	100	67	67	44	15	22%	6	100	67	67	44	15	22%
27	3											-	-	-	-	5	100	-	-	-	-	-	6	100	-	-	-	-	-
27	4	NBSB	X-Street	8	3.5	3	16	10	Yes	No	No	18	15	-	18	5	100	33	33	15	-	-	6	100	33	33	15	-	-
27	5											-	-	-	-	5	100	-	-	-	-	-	6	100	-	-	-	-	-
27	6											-	-	-	-	5	100	-	-	-	-	-	6	100	-	-	-	-	-
27	7											-	-	-	-	5	100	-	-	-	-	-	6	100	-	-	-	-	-
27	8											-	-	-	-	5	100	-	-	-	-	-	6	100	-	-	-	-	-
28	1	SBLT	P/P	4	3.5	1.5	0	0	No	No	No	11	10	-	11	3	90	13	12	1	-	-	4	100	12	12	1	-	-
28	2	NB	Mainline	20	3.5	2.5	6	16	Yes	No	Yes	20	27	-	27	3	90	57	51	24	10	19%	4	100	57	57	30	14	25%
28	3											-	-	-	-	3	90	-	-	-	-	-	4	100	-	-	-	-	-
28	4	EB	X-Street	10	3.5	2.5	7	20	Yes	No	No	18	17	-	18	3	90	30	27	9	-	-	4	100	31	31	13	-	-
28	5	NBLT	P/P	5	3.5	1.5	0	0	No	No	No	11	11	-	11	3	90	22	20	9	-	-	4	100	13	13	2	-	-
28	6	SB	Mainline	20	3.5	2.5	6	16	Yes	No	Yes	20	27	-	27	3	90	48	43	16	18	41%	4	100	56	56	29	15	27%
28	7											-	-	-	-	3	90	-	-	-	-	-	4	100	-	-	-	-	-
28	8	WB	X-Street	10	3.5	2.5	7	20	Yes	No	No	18	17	-	18	3	90	30	27	9	-	-	4	100	31	31	13	-	-
29	1	NBLT	P/P	5	3.5	1	0	0	No	No	No	11	10	-	11	4	90	12	11	0	-	-	3	100	13	13	2	-	-
29	2	SB	Mainline	18	3.5	1.5	7	10	Yes	No	No	20	24	-	24	4	90	58	52	28	-	-	3	100	56	56	32	-	-
29	3											-	-	-	-	4	90	-	-	-	-	-	3	100	-	-	-	-	-
29	4	EB	X-Street	12	3.5	2.5	15	10	Yes	No	No	18	19	-	19	4	90	30	27	8	-	-	3	100	31	31	12	-	-
29	5											-	-	-	-	4	90	-	-	-	-	-	3	100	-	-	-	-	-
29	6	NB	Mainline	18	3.5	1.5	7	10	Yes	No	Yes	20	24	-	24	4	90	70	63	39	8	13%	3	100	69	69	45	12	17%
29	7											-	-	-	-	4	90	-	-	-	-	-	3	100	-	-	-	-	-
29	8	WB	X-Street	12	3.5	2.5	15	10	Yes	No	Yes	18	19	-	19	4	90	30	27	8	28	104%	3	100	31	31	12	34	110%
30	1	SBLT	Prot	6	3.5	1.5	0	0	No	No	No	12	12	-	12	90	11	10	0	-	-	-	130	16	21	9	-	-	
30	2	NB	Mainline	18	3.5	2	10	12	Yes	No	Yes	20	24	-	24	90	33	30	6	19	64%	130	43	56	32	26	46%		
30	3											-	-	-	-	90	-	-	-	-	-	-	130	-	-	-	-	-	
30	4	EB	X-Street	0	3.5	2.5	10	11	Yes	No	No	18	7	-	18	90	55	50	32	-	-	-	130	41	53	35	-	-	
30	5	NBLT	P/P	6	3.5	1.5	6	9	No	No	No	11	12	21	21	90	11	10	0	-	-	-	130	7	9	0	-	-	
30	6	SB	Mainline	18	3.5	2	18	10	Yes	No	Yes	20	24	-	24	90	33	30	6	19	64%	130	52	68	44	17	25%		
30	7	EBLT	P/P	6	4	1	6	7	No	No	No	11	12	19	19	90	14	13	0	-	-	-	130	14	18	0	-	-	
30	8	WB	X-Street	10	3.5	2.5	10	10	Yes	No	No	18	17	-	18	90	41	37	19	-	-	-	130	27	35	17	-	-	

IntID	Phase	Movement	Phasing	Min Green	Yellow	Red Clear (All Red)	Walk	Ped Clear (FDW)	Ped Actuated?	Min Split Incl. ped?	TSP phase?	Default Min Split	Veh Min Split	Ped Min Split	Min Split	AM Pattern #	AM Cycle	AM Split (%)	AM Split (sec.)	AM Slack Time	AM TSP Time	AM TSP Time (% of ex. Split)	PM Pattern #	PM Cycle	PM Split (%)	PM Split (sec.)	PM Slack Time	PM TSP Time	PM TSP Time (% of ex. Split)
				4	4	1	0	0	No	No	No	11	10	-	11	3	90	11	10	0	-	-	5	100	11	11	0	-	-
31	1	NBLT	P/P	4	4	1	0	0	No	No	No	11	10	-	11	3	90	11	10	0	-	-	5	100	11	11	0	-	-
31	2	SB	Mainline	18	4	1	7	17	No	Yes	No	20	24	30	30	3	90	57	51	21	-	-	5	100	53	53	23	-	-
31	4	WB	X-Street	8	3	2.5	14	8	Yes	No	No	18	14	-	18	3	90	16	14	0	-	-	5	100	16	16	0	-	-
31	8	EB	X-Street	8	3	2.5	0	8	No	No	Yes	18	14	-	18	3	90	16	14	0	21	148%	5	100	20	20	2	23	115%
31	5	SBLT	P/P	4	4	1	0	0	No	No	No	11	10	-	11	3	90	11	10	0	-	-	5	100	10	10	0	-	-
31	6	NB	Mainline	18	4	1	7	17	No	Yes	No	20	24	30	30	3	90	57	51	21	-	-	5	100	54	54	24	-	-
31	3											-	-	-	-	3	90	-	-	-	-	-	5	100	-	-	-	-	-
31	7											-	-	-	-	3	90	-	-	-	-	-	5	100	-	-	-	-	-
32	1	SBLT	Prot	6	3.5	1.5	0	0	No	No	No	12	12	-	12	3	90	35	32	20	-	-	4	100	37	37	25	-	-
32	2	NB	Mainline	20	3.5	2.5	6	10	No	Yes	Yes	20	27	23	27	3	90	43	39	12	21	55%	4	100	35	35	8	35	100%
32	3											-	-	-	-	3	90	-	-	-	-	-	4	100	-	-	-	-	-
32	4	WB	X-Street	9	3.5	2.5	0	16	No	No	No	18	16	-	18	3	90	22	20	2	-	-	4	100	28	28	10	-	-
32	5											-	-	-	-	3	90	-	-	-	-	-	4	100	-	-	-	-	-
32	6	SB	Mainline	20	3.5	2.5	6	16	No	Yes	Yes	20	27	29	29	3	90	78	70	41	2	3%	4	100	72	72	43	10	14%
32	7											-	-	-	-	3	90	-	-	-	-	-	4	100	-	-	-	-	-
32	8											-	-	-	-	3	90	-	-	-	-	-	4	100	-	-	-	-	-
33	1	NBLT	P/P	6	4	1	0	0	No	No	No	11	12	-	12	4	90	15	14	2	-	-	3	100	15	15	3	-	-
33	2	SB	Mainline	15	4	1.5	6	14	Yes	No	Yes	20	21	-	21	4	90	45	41	20	20	48%	3	100	55	55	34	15	27%
33	3											-	-	-	-	4	90	-	-	-	-	-	3	100	-	-	-	-	-
33	4	WB	X-Street	8	3.5	2	6	24	Yes	No	No	18	14	-	18	4	90	40	36	18	-	-	3	100	30	30	12	-	-
33	5											-	-	-	-	4	90	-	-	-	-	-	3	100	-	-	-	-	-
33	6	NB	Mainline	15	4	1.5	6	21	Yes	No	Yes	20	21	-	21	4	90	60	54	33	18	33%	3	100	70	70	49	12	17%
33	7											-	-	-	-	4	90	-	-	-	-	-	3	100	-	-	-	-	-
33	8	EB	X-Street	8	3.5	2	6	24	Yes	No	No	18	14	-	18	4	90	40	36	18	-	-	3	100	55	55	37	-	-
34	1											-	-	-	-	4	100	-	-	-	-	-	5	110	-	-	-	-	-
34	2	SWB	Mainline	16	3.5	1	7	11	No	Yes	Yes	20	21	23	23	4	100	77	77	54	0	0%	5	110	79	87	64	0	0%
34	3											-	-	-	-	4	100	-	-	-	-	-	5	110	-	-	-	-	-
34	4	NWB	X-Street	10	3	1.5	7	11	No	Yes	No	18	15	23	23	4	100	23	23	0	-	-	5	110	21	23	0	-	-
34	5											-	-	-	-	4	100	-	-	-	-	-	5	110	-	-	-	-	-
34	6											-	-	-	-	4	100	-	-	-	-	-	5	110	-	-	-	-	-
34	7											-	-	-	-	4	100	-	-	-	-	-	5	110	-	-	-	-	-
34	8											-	-	-	-	4	100	-	-	-	-	-	5	110	-	-	-	-	-
35	1											-	-	-	-	4	100	-	-	-	-	-	5	110	-	-	-	-	-
35	2	SWB	Mainline	16	3.5	1.5	7	9	No	Yes	No	20	22	22	22	4	100	73	73	51	-	-	5	110	75	83	61	-	-
35	3											-	-	-	-	4	100	-	-	-	-	-	5	110	-	-	-	-	-
35	4	EBWB	X-Street	10	3	2.5	10	11	No	Yes	Yes	18	16	27	27	4	100	27	27	0	51	189%	5	110	25	28	1	61	220%
35	5											-	-	-	-	4	100	-	-	-	-	-	5	110	-	-	-	-	-
35	6											-	-	-	-	4	100	-	-	-	-	-	5	110	-	-	-	-	-
35	7											-	-	-	-	4	100	-	-	-	-	-	5	110	-	-	-	-	-
35	8											-	-	-	-	4	100	-	-	-	-	-	5	110	-	-	-	-	-
36	1											-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-
36	2	WB	Mainline	16	3.5	1	7	9	No	Yes	Yes	20	21	21	21	3	100	73	73	52	0	0%	4	110	70	77	56	5	6%
36	3											-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-
36	4	NB	X-Street	10	3	2	9	13	No	Yes	No	18	16	28	28	3	100	27	27	0	-	-	4	110	30	33	5	-	-
36	5											-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-
36	6											-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-
36	7											-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-
36	8											-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-

IntID	Phase	Movement	Phasing	Min Green	Yellow	Red Clear (All Red)		Ped Actuated?	Min Split Incl. ped?	TSP phase?	Default Min Split	Veh Min Split	Ped Min Split	Min Split	AM Pattern #	AM Cycle	AM Split (%)	AM Split (sec.)	AM Slack Time	AM TSP Time	AM TSP Time (% of ex. Split)	PM Pattern #	PM Cycle	PM Split (%)	PM Split (sec.)	PM Slack Time	PM TSP Time	PM TSP Time (% of ex. Split)	
						Walk	Ped Clear (FDW)																						
37	1					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
37	2	WB	Mainline	21	3.5	2.5	7	14	No	Yes	Yes	20	28	28	28	3	100	70	70	42	1	1%	4	110	62	68	40	13	19%
37	3					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
37	4	NBSB	X-Street	12	3.5	2.5	9	13	No	Yes	No	18	19	29	29	3	100	30	30	1	-	-	4	110	38	42	13	-	-
37	5					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
37	6					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
37	7					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
37	8					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
38	1					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
38	2	WB	Mainline	17	3.5	2	7	10	No	Yes	Yes	20	23	23	23	3	100	67	67	44	1	1%	4	110	67	74	51	4	6%
38	3					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
38	4	NB	X-Street	12	3	2.5	13	13	No	Yes	No	18	18	32	32	3	100	33	33	1	-	-	4	110	33	36	4	-	-
38	5					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
38	6					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
38	7					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
38	8	SB	X-Street	6	3	2.5	8	18	No	Yes	No	18	12	32	32	3	100	33	33	1	-	-	4	110	33	36	4	-	-
39	1					-	-				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39	2					-	-				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39	3					-	-				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39	4					-	-				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39	5					-	-				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39	6					-	-				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39	7					-	-				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39	8					-	-				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	1					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
40	2	WB	Mainline	17	3.5	1	7	9	No	Yes	Yes	20	22	21	22	3	100	68	68	46	4	6%	4	110	73	80	58	2	2%
40	3					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
40	4	NB	X-Street	10	3	2	8	14	No	Yes	No	18	16	28	28	3	100	32	32	4	-	-	4	110	27	30	2	-	-
40	5					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
40	6					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
40	7					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
40	8					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
41	1					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
41	2	WB	Mainline	16	3.5	1	7	7	No	Yes	Yes	20	21	19	21	3	100	74	74	53	0	0%	4	110	75	83	62	1	1%
41	3					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
41	4	Ped	Ped	10	3	0	7	16	No	Yes	No	18	14	27	27	3	100	26	26	0	-	-	4	110	25	28	1	-	-
41	5					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
41	6					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
41	7					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
41	8					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
42	1	EB	Mainline	17	3.5	2	4	13	No	Yes	No	20	23	23	23	3	100	28	28	5	-	-	4	110	27	30	7	-	-
42	2	WBLT	P/P	7	3.5	2	0	7	No	No	No	11	13	-	13	3	100	20	20	7	-	-	4	110	33	36	23	-	-
42	3					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
42	4	NB	X-Street	15	3.5	2	15	12	Yes	Yes	No	18	21	33	33	3	100	52	52	19	-	-	4	110	40	44	11	-	-
42	5					-	-				-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-	-
42	6	WB	Mainline	26	3.5	2	15	11	No	Yes	Yes	20	32	32	32	3	100	48	48	16	19	40%	4	110	60	66	34	11	17%
42	7	SB	X-Street	16	3	2	6	10	Yes	Yes	No	18	22	22	22	3	100	21	21	0	-	-	4	110	20	22	0	-	-
42	8	NBLT	P/P	4	3.5	2	0	7	No	No	No	11	10	-	11	3	100	31	31	20	-	-	4	110	20	22	11	-	-

IntID	Phase	Movement	Phasing	Min Green	Yellow	Red Clear (All Red)	Walk	Ped Clear (FDW)	Ped Actuated?	Min Split Incl. ped?	TSP phase?	Default Min Split	Veh Min Split	Ped Min Split	Min Split	AM Pattern #	AM Cycle	AM Split (%)	AM Split (sec.)	AM Slack Time	AM TSP Time	AM TSP Time (% of ex. Split)	PM Pattern #	PM Cycle	PM Split (%)	PM Split (sec.)	PM Slack Time	PM TSP Time	PM TSP Time (% of ex. Split)
43	1											-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
43	2	EB	Mainline	16	3.5	1	7	9	No	Yes	No	20	21	21	21	3	100	37	37	16	-	-	4	110	41	45	24	-	
43	3	WBLT	P/P	10	3.5	1	0	0	No	No	No	11	15	-	15	3	100	37	37	22	-	-	4	110	33	36	21	-	
43	4	NB	X-Street	10	3	2	8	13	No	Yes	No	18	16	27	27	3	100	26	26	0	-	-	4	110	26	29	2	-	
43	5											-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
43	6	WB-OLA									Yes	-	-	-	-	3	100	74	74	74	0	0%	4	110	74	81	81	2	2%
43	7										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
43	8										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
44	1											-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
44	2	EB	Mainline	17	3.5	1.5	10	7	No	Yes	Yes	20	23	23	23	3	100	73	73	50	1	1%	4	110	75	83	60	2	2%
44	3										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
44	4	SB	X-Street	10	3	1.5	9	12	No	Yes	No	18	15	26	26	3	100	27	27	1	-	-	4	110	25	28	2	-	
44	5										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
44	6										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
44	7										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
44	8										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
45	1										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
45	2	EB	Mainline	17	3.5	1.5	7	12	No	Yes	Yes	20	23	25	25	3	100	64	64	39	9	14%	4	110	61	67	42	16	24%
45	3										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
45	4	SB	X-Street	10	3	2.5	9	12	Yes	Yes	No	18	16	27	27	3	100	36	36	9	-	-	4	110	39	43	16	-	
45	5										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
45	6										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
45	7	Ped	Ped	0	3	0	0	0	No	No	No	18	4	-	18	3	100	4	4	0	-	-	4	110	3	3	0	-	
45	8	NBRT	X-Street	7	3	2.5	0	7	No	No	No	18	13	-	18	3	100	32	32	14	-	-	4	110	36	40	22	-	
46	1										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
46	2	EB	Mainline	17	3.5	1	7	10	No	Yes	Yes	20	22	22	22	3	100	70	70	48	5	7%	4	110	73	80	58	5	6%
46	3										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
46	4	SB	X-Street	17	3	2	8	11	No	Yes	No	18	23	25	25	3	100	30	30	5	-	-	4	110	27	30	5	-	
46	5										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
46	6										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
46	7										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
46	8										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
47	1										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
47	2	EB	Mainline	20	3.5	1	7	11	No	Yes	Yes	20	25	23	25	3	100	73	73	48	0	0%	4	110	73	80	55	3	3%
47	3										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
47	4	SB	X-Street	15	3	2	10	11	Yes	Yes	No	18	21	27	27	3	100	27	27	0	-	-	4	110	27	30	3	-	
47	5										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
47	6										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
47	7										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
47	8										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
48	1										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
48	2	EB	Mainline	16	3.5	1.5	7	9	No	Yes	Yes	20	22	22	22	3	100	70	70	48	6	9%	4	110	65	72	50	15	20%
48	3										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
48	4	SB	X-Street	12	3	2	8	10	No	Yes	No	18	18	24	24	3	100	30	30	6	-	-	4	110	35	39	15	-	
48	5										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
48	6										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
48	7										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
48	8										-	-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	

IntID	Phase	Movement	Phasing	Min Green	Yellow	Red Clear (All Red)		Ped Clear (FDW)	Ped Actuated?	Min Split Incl. ped?	TSP phase?	Default Min Split	Veh Min Split	Ped Min Split	Min Split	AM Pattern #	AM Cycle	AM Split (%)	AM Split (sec.)	AM Slack Time	AM TSP Time	AM TSP Time (% of ex. Split)	PM Pattern #	PM Cycle	PM Split (%)	PM Split (sec.)	PM Slack Time	PM TSP Time	PM TSP Time (% of ex. Split)
						Walk																							
49	1					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
49	2	EB	Mainline	18	3.5	1	7	11	No	Yes	Yes	20	23	23	23	3	100	72	72	49	1	1%	4	110	75	83	60	1	1%
49	3					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
49	4	SB	X-Street	12	3	2	10	11	Yes	Yes	No	18	18	27	27	3	100	28	28	1	-	-	4	110	25	28	1	-	-
49	5					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
49	6					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
49	7					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
49	8					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
50	1					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
50	2	NEB	Mainline	18	3.5	1	7	7	No	Yes	Yes	20	23	19	23	3	100	77	77	54	0	0%	4	110	79	87	64	0	0%
50	3					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
50	4	EBWB	X-Street	15	3.5	3	7	9	No	Yes	Yes	18	22	23	23	3	100	23	23	0	54	235%	4	110	21	23	0	64	277%
50	5					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
50	6					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
50	7					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
50	8					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
51	1					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
51	2	EB	Mainline	20	3.5	1	7	12	No	Yes	Yes	20	25	24	25	3	100	66	66	41	7	11%	4	110	67	74	49	9	13%
51	3					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
51	4	NBSB	X-Street	15	3	2	10	11	Yes	Yes	No	18	21	27	27	3	100	34	34	7	-	-	4	110	33	36	9	-	-
51	5					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
51	6					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
51	7					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
51	8					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
52	1					-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
52	2					-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
52	3					-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
52	4					-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
52	5					-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
52	6					-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
52	7					-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
52	8					-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
53	1					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
53	2	EB	Mainline	20	3.5	1	7	12	No	Yes	Yes	20	25	24	25	3	100	73	73	48	0	0%	4	110	70	77	52	6	8%
53	3					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
53	4	NBSB	X-Street	15	3	2	10	11	Yes	Yes	No	18	21	27	27	3	100	27	27	0	-	-	4	110	30	33	6	-	-
53	5					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
53	6					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
53	7					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
53	8					-	-	-	-	-	-	3	100	-	-	-	-	-	-	-	-	-	4	110	-	-	-	-	
54	1					-	-	-	-	-	-	4	100	-	-	-	-	-	-	-	-	-	5	110	-	-	-	-	
54	2	EB	Mainline	20	3.5	3	13	10	No	Yes	Yes	20	27	30	30	4	100	66	66	36	0	0%	5	110	64	70	40	4	6%
54	5	SBLT	Prot	5	3.5	1	0	0	No	Yes	No	12	10	-	12	4	100	10	10	0	-	-	5	110	15	17	5	-	-
54	3+4	NB,NBRT	X-Street	7	6.5	0.5	2	13	Yes	Yes	No	18	15	23	23	4	100	24	24	1	-	-	5	110	21	23	0	-	-
54	6	WB Bike	Mainline	5	3	1	0	16	No	Yes	No	20	10	-	20	4	100	66	66	46	-	-	5	110	64	70	50	-	-
54	7	Ped	Ped	5	3	0	1	3	No	Yes	No	18	9	8	18	4	100	16	16	0	-	-	5	110	20	22	4	-	-
54	8	SB	X-Street	5	3.5	1	1	12	Yes	Yes	No	18	10	18	18	4	100	18	18	0	-	-	5	110	16	18	0	-	-

IntID	Phase	Movement	Phasing	Min Green	Yellow	Red Clear (All Red)	Walk	Ped Clear (FDW)	Ped Actuated?	Min Split Incl. ped?	TSP phase?	Default Min Split	Veh Min Split	Ped Min Split	Min Split	AM Pattern #	AM Cycle	AM Split (%)	AM Split (sec.)	AM Slack Time	AM TSP Time	AM TSP Time (% of ex. Split)	PM Pattern #	PM Cycle	PM Split (%)	PM Split (sec.)	PM Slack Time	PM TSP Time	PM TSP Time (% of ex. Split)
55	1											-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	
55	2	EB	Mainline	20	3.5	1	0	7	No	Yes	Yes	20	25	-	25	3	100	78	78	53	0	0%	4	110	80	88	63	0	0%
55	3											-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-
55	4	NBSB	X-Street	15	3.5	0	9	9	Yes	Yes	No	18	19	22	22	3	100	22	22	0	-	-	4	110	20	22	0	-	-
55	5											-	-	-	-	3	100	-	-	-	-	-	4	110	-	-	-	-	-
55	6	WB	Mainline	20	3.5	1	0	7	No	Yes	Yes	20	25	-	25	3	100	71	71	46	0	0%	4	110	66	73	48	0	0%
55	7	NBSB	Ped	1	3.5	2	0	0	Yes	Yes	No	18	7	-	18	3	100	7	7	0	-	-	4	110	14	15	0	-	-
55	8	NBSB	X-Street	15	3	2	8	8	Yes	Yes	No	18	21	22	22	3	100	22	22	0	-	-	4	110	20	22	0	-	-
56	1											-	-	-	-														
56	2											-	-	-	-														
56	3											-	-	-	-														
56	4											-	-	-	-														
56	5											-	-	-	-														
56	6											-	-	-	-														
56	7											-	-	-	-														
56	8											-	-	-	-														
57	1	EBWB	Mainline	13	4	1	0	0	No	Yes	Yes	20	19	-	20	211	95	76	72	52	0	0%	311	100	78	78	58	0	0%
57	2											-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-	-
57	3	NBSB	X-Street	10	3	2.5	19	12	No	Yes	No	18	16	37	37	211	95	24	23	0	-	-	311	100	22	22	0	-	-
57	4											-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-	-
57	5											-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-	-
57	6											-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-	-
57	7											-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-	-
57	8											-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-	-
58	3	WBLT	P/P	6	4	1	0	0	No	Yes	No	11	12	-	12	211	95	16	15	3	-	-	311	100	12	12	0	-	-
58	1	EB	Mainline	25	4	1	0	0	No	Yes	Yes	20	31	-	31	211	95	60	57	26	3	6%	311	100	58	58	27	0	0%
58	4											-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-	-
58	2	NBSB	X-Street	10	3.5	2.5	18	11	No	Yes	No	18	17	36	36	211	95	24	23	0	-	-	311	100	30	30	0	-	-
58	5											-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-	-
58	6	WBLT										Yes	-	-	-	211	95	76	72	72	0	0%	311	100	70	70	70	0	0%
58	7											-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-	-
58	8											-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-	-
59	1	NBLT	P/P	6	3.5	1	0	0	No	No	No	11	11	-	11	Free	Free	30	19	-	-	-	Free	Free	30	19	-	-	-
59	2	SB	X-Street	15	3.5	2	17	11	Yes	No	No	18	21	-	21	Free	Free	45	24	-	-	-	Free	Free	45	24	-	-	-
59	3	WBLT	P/P	6	3.5	1	0	0	No	No	No	11	11	-	11	Free	Free	30	19	-	-	-	Free	Free	30	19	-	-	-
59	4	EB	Mainline	15	4	1.5	17	11	Yes	No	Yes	20	21	-	21	Free	Free	50	29	62	124%	Free	Free	50	29	62	124%	124%	
59	5	SBLT	P/P	6	3.5	1	0	0	No	No	No	11	11	-	11	Free	Free	30	19	-	-	-	Free	Free	30	19	-	-	-
59	6	NB	X-Street	15	3.5	2	17	11	Yes	No	No	18	21	-	21	Free	Free	45	24	-	-	-	Free	Free	45	24	-	-	-
59	7	EBLT	P/P	6	3.5	1	0	0	No	No	No	11	11	-	11	Free	Free	25	14	-	-	-	Free	Free	25	14	-	-	-
59	8	WB	Mainline	15	4	1.5	17	11	Yes	No	Yes	20	21	-	21	Free	Free	50	29	57	114%	Free	Free	50	29	57	114%	114%	
60	1	WBLT	P/P	5	4	0.5	0	0	No	No	No	11	10	-	11	211	95	13	12	1	-	-	311	100	18	18	7	-	-
60	2	EB	Mainline	20	4	0.5	16	10	Yes	No	Yes	20	25	-	25	211	95	62	59	34	7	12%	311	100	49	49	24	22	45%
60	3											-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-	-
60	4	NBSB	X-Street	9	3.5	2	15	12	Yes	No	No	18	15	-	18	211	95	25	24	6	-	-	311	100	33	33	15	-	-
60	5	EBLT	P/P	5	4	0.5	0	9	No	No	No	11	10	-	11	211	95	0	-	-	-	-	311	100	13	13	2	-	-
60	6	WB	Mainline	10	4	0.5	0	12	Yes	No	Yes	20	15	-	20	211	95	75	71	51	6	8%	311	100	54	54	34	17	31%
60	7											-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-	-
60	8											-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-	-

IntID	Phase	Movement	Phasing	Min Green	Yellow	Red Clear (All Red)	Walk	Ped Clear (FDW)	Ped Actuated?	Min Split Incl. ped?	TSP phase?	Default Min Split	Veh Min Split	Ped Min Split	Min Split	AM Pattern #	AM Cycle	AM Split (%)	AM Split (sec.)	AM Slack Time	AM TSP Time	AM TSP Time (% of ex. Split)	PM Pattern #	PM Cycle	PM Split (%)	PM Split (sec.)	PM Slack Time	PM TSP Time	PM TSP Time (% of ex. Split)					
				5	4	0.5																												
61	1	WBLT	P/P	5	4	0.5	0	0	No	No	No	No	No	No	No	11	10	-	11	211	95	12	11	0	-	-	311	100	12	12	1	-		
61	2	EB	Mainline	10	4	0.5	8	16	Yes	No	Yes	Yes	Yes	Yes	Yes	20	15	-	20	211	95	53	50	30	15	29%	311	100	42	42	22	28	67%	
61	3															-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-		
61	4	NBSB	X-Street	13	3.5	2	15	12	Yes	No	No	No	No	No	No	18	19	-	19	211	95	35	33	14	-	-	311	100	46	46	27	-		
61	5	EBLT	P/P	5	4	0.5	0	9	No	No	No	No	No	No	No	11	10	-	11	211	95	12	11	0	-	-	311	100	12	12	1	-		
61	6	WB	Mainline	10	4	0.5	8	16	Yes	No	Yes	Yes	Yes	Yes	Yes	20	15	-	20	211	95	53	50	30	15	29%	311	100	42	42	22	28	67%	
61	7															-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-		
61	8															-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-		
62	1	EBWB	Mainline	10	4	1	2	11	Yes	No	Yes	Yes	Yes	Yes	Yes	20	16	-	20	211	95	76	72	52	4	5%	311	100	75	75	55	6	8%	
62	2															-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-		
62	3	NBSB	X-Street	13	3	2.5	12	8	Yes	No	No	No	No	No	No	18	19	-	19	211	95	24	23	4	-	-	311	100	25	25	6	-		
62	4															-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-		
62	5															-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-		
62	6															-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-		
62	7															-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-		
62	8															-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-		
63	1	WBLT	P/P	5	4	1	0	8	No	No	No	No	No	No	No	11	11	-	11	211	95	0	-	-	-	-	311	100	17	17	6	-		
63	2	EB	Mainline	15	4	1	0	8	Yes	No	Yes	Yes	Yes	Yes	Yes	20	21	-	21	211	95	74	70	49	7	10%	311	100	44	44	23	27	61%	
63	3															-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-		
63	4	NBSB	X-Street	10	3.5	2.5	15	11	Yes	No	Yes	Yes	Yes	Yes	Yes	18	17	-	18	211	95	26	25	7	49	200%	311	100	39	39	21	29	74%	
63	5															-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-		
63	6	WB-OLA														No	-	-	-	211	95	74	70	70	-	-	311	100	61	61	61	-		
63	7															-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-		
63	8															-	-	-	-	211	95	-	-	-	-	-	311	100	-	-	-	-		
64	1	NBLT	Prot	5	3.5	2	0	0	No	No	No	No	No	No	No	12	11	-	12	211	95	21	20	8	-	-	311	100	22	22	10	-		
64	2	SB	Mainline	12	3.5	1.5	11	8	Yes	No	No	No	No	No	No	20	18	-	20	211	95	58	55	35	-	-	311	100	26	26	6	-		
64	3	WBLT	P/P	6	3.5	1	0	0	No	No	No	No	No	No	No	11	11	-	11	211	95	0	-	-	-	-	311	100	36	36	25	-		
64	4	EB	X-Street	10	3.5	2.5	7	10	Yes	No	Yes	Yes	Yes	Yes	Yes	18	17	-	18	211	95	21	20	2	43	216%	311	100	16	16	0	41	256%	
64	5	SBLT	Prot	5	3.5	2	0	0	No	No	No	No	No	No	No	12	11	-	12	211	95	21	20	8	-	-	311	100	12	12	0	-		
64	6	NB	Mainline	12	3.5	1.5	11	8	Yes	No	No	No	No	No	No	20	18	-	20	211	95	58	55	35	-	-	311	100	36	36	16	-		
64	7	EBLT	P/P	5	3.5	1	0	0	No	No	No	No	No	No	No	11	10	-	11	211	95	0	-	-	-	-	311	100	11	11	0	-		
64	8	WB	X-Street	10	3.5	2.5	17	13	Yes	No	Yes	Yes	Yes	Yes	Yes	18	17	-	18	211	95	21	20	2	43	216%	311	100	41	41	23	16	39%	
65	1															-	-	-	-	Free	Free	-	-	-	-	-	Free	Free	-	-	-	-		
65	2	EBWB	Mainline	10	3.5	1	7	10	Yes	No	Yes	Yes	Yes	Yes	Yes	20	15	-	20	Free	Free	45	25	15	33%	Free	Free	45	25	15	33%			
65	3															-	-	-	-	Free	Free	-	-	-	-	-	Free	Free	-	-	-	-		
65	4	NBSB	X-Street	7	3.5	1	8	14	Yes	No	Yes	Yes	Yes	Yes	Yes	18	12	-	18	Free	Free	33	15	25	76%	Free	Free	33	15	25	76%			
65	5															-	-	-	-	Free	Free	-	-	-	-	-	Free	Free	-	-	-	-		
65	6															-	-	-	-	Free	Free	-	-	-	-	-	Free	Free	-	-	-	-		
65	7															-	-	-	-	Free	Free	-	-	-	-	-	Free	Free	-	-	-	-		
65	8															-	-	-	-	Free	Free	-	-	-	-	-	Free	Free	-	-	-	-		
66	1															-	-	-	-	Free	Free	-	-	-	-	-	Free	Free	-	-	-	-		
66	2	EBWB	Mainline	15	3.5	1	0	7	Yes	No	Yes	Yes	Yes	Yes	Yes	20	20	-	20	Free	Free	55	35	12	22%	Free	Free	55	35	12	22%			
66	3															-	-	-	-	Free	Free	-	-	-	-	-	Free	Free	-	-	-	-		
66	4	NBSB	X-Street	10	3	2	10	14	Yes	No	No	No	No	No	No	18	16	-	18	Free	Free	30	12	-	-	-	-	-	Free	Free	30	12	-	-
66	5															-	-	-	-	Free	Free	-	-	-	-	-	Free	Free	-	-	-	-		
66	6															-	-	-	-	Free	Free	-	-	-	-	-	Free	Free	-	-	-	-		
66	7															-	-	-	-	Free	Free	-	-	-	-	-	Free	Free	-	-	-	-		
66	8															-	-	-	-	Free	Free	-	-	-	-	-	Free	Free	-	-	-	-		

IntID	Phase	Movement	Phasing	Red Clear (All Red)		Ped Clear (FDW)	Ped Actuated?	Min Split Incl. ped?	TSP phase?	Default Min Split	Veh Min Split	Ped Min Split	Min Split	AM Pattern #			AM Slack Time	AM TSP Time	AM TSP Time (% of ex. Split)	PM Pattern #	PM Cycle	PM Split (%)	PM Slack Time	PM TSP Time	PM TSP Time (% of ex. Split)				
				Min Green	Yellow									Walk	AM Cycle	AM Split (%)													
67	1									-	-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-			
67	2	EBWB	Mainline	25	3.5	2	13	8	Yes	No	Yes	20	31	-	31	Free	Free	55	24	7	13%	Free	Free	55	24	7	13%		
67	3									-	-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-			
67	4	NBSB	X-Street	10	3.5	2	12	8	Yes	No	No	18	16	-	18	Free	Free	25	7	-	-	Free	Free	25	7	-	-		
67	5									-	-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-			
67	6									-	-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-			
67	7									-	-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-			
67	8									-	-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-			
68	1									-	-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-			
68	2	EBWB	Mainline	15	3.5	1.5	0	10	Yes	No	Yes	20	21	-	21	Free	Free	55	34	12	22%	Free	Free	55	34	12	22%		
68	3									-	-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-			
68	4	NBSB	X-Street	10	3.5	1	7	10	Yes	No	Yes	18	15	-	18	Free	Free	30	12	34	113%	Free	Free	30	12	34	113%		
68	5									-	-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-			
68	6									-	-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-			
68	7									-	-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-			
68	8									-	-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-			
69	1	NBLT	P/P	4	3.5	1.5	0	0	No	No	No	11	10	-	11	2	120	17	20	9	-	-	3	90	16	14	3	-	
69	2	SB	Mainline	15	3.5	2.5	14	10	Yes	No	Yes	20	22	-	22	2	120	53	64	42	13	21%	3	90	43	39	17	7	19%
69	3	WBLT	P/P	1	3.5	0	16	15	Yes	No	No	11	5	-	11	2	120	30	36	25	-	-	3	90	40	36	25	-	-
69	4	EB	X-Street	10	3.5	3	10	10	Yes	No	No	18	17	-	18	2	120	30	36	18	-	-	3	90	40	36	18	-	-
69	5	SBLT	P/P	4	3.5	1.5	0	0	No	No	No	11	10	-	11	2	120	11	13	2	-	-	3	90	21	19	8	-	-
69	6	NB	Mainline	15	3.5	2.5	14	10	Yes	No	No	20	22	-	22	2	120	59	71	49	-	-	3	90	39	35	13	-	-
69	7	EBLT	P/P	8	3.5	1.5	0	0	No	No	Yes	11	14	-	14	2	120	15	18	4	51	283%	3	90	18	16	2	22	135%
69	8	WB	X-Street	10	3.5	3	8	10	Yes	No	No	18	17	-	18	2	120	15	18	0	-	-	3	90	22	20	2	-	-
70	1	NB	Mainline	14	3.5	1	4	10	Yes	No	Yes	20	19	-	20	2	95	48	46	26	6	13%	3	90	45	41	21	6	16%
70	2	SBLT	P/P	12	3	1.5	10	10	Yes	No	No	11	17	-	17	2	95	22	21	4	-	-	3	90	24	22	5	-	-
70	3													-	-	2	95	-	-	-	-	3	90	-	-	-	-	-	
70	4	EBWB	X-Street	8	3	1.5	0	7	No	No	No	18	13	-	18	2	95	26	25	7	-	-	3	90	27	24	6	-	-
70	5													-	-	2	95	-	-	-	-	3	90	-	-	-	-	-	
70	6	SB	Mainline	5	3.5	1	7	10	Yes	No	Yes	20	10	-	20	2	95	70	67	47	2	3%	3	90	69	62	42	2	3%
70	7	Ped	Ped	1	3	0	0	0	No	No	No	18	5	-	18	2	95	5	5	0	-	-	3	90	5	5	0	-	-
70	8	Ped	Ped	5	3	1	9	8	Yes	No	No	18	10	-	18	2	95	21	20	2	-	-	3	90	22	20	2	-	-
71	1									-	-	-	-	-	2	120	-	-	-	-	3	90	-	-	-	-	-		
71	2	NBSB	Mainline	15	3.5	1.5	8	11	Yes	No	Yes	20	21	-	21	2	120	72	86	65	7	8%	3	90	66	59	38	6	11%
71	3	Ped	Ped	3	3	0	0	0	No	No	No	18	7	-	18	2	120	7	8	0	-	-	3	90	7	6	0	-	-
71	4	EBWB	X-Street	10	3	3	0	7	No	No	No	18	17	-	18	2	120	21	25	7	-	-	3	90	27	24	6	-	-
71	5									-	-	-	-	-	2	120	-	-	-	-	3	90	-	-	-	-	-		
71	6									-	-	-	-	-	2	120	-	-	-	-	3	90	-	-	-	-	-		
71	7									-	-	-	-	-	2	120	-	-	-	-	3	90	-	-	-	-	-		
71	8	Ped	Ped	5	3.5	3	18	11	Yes	No	No	18	12	-	18	2	120	28	34	16	-	-	3	90	34	31	13	-	-
72	1									-	-	-	-	-	2	95	-	-	-	-	3	90	-	-	-	-	-		
72	2	NB	Mainline	12	3.5	1.5	10	12	Yes	No	Yes	20	18	-	20	2	95	82	78	58	0	0%	3	90	78	70	50	2	3%
72	3									-	-	-	-	-	2	95	-	-	-	-	3	90	-	-	-	-	-		
72	4	EBWB	X-Street	8	3	2.5	14	9	Yes	No	No	18	14	-	18	2	95	18	17	0	-	-	3	90	22	20	2	-	-
72	5	NBLT	P/P	5	3.5	1.5	0	0	No	No	No	11	11	-	11	2	95	20	19	8	-	-	3	90	14	13	2	-	-
72	6	SB	Mainline	12	3.5	1.5	9	13	Yes	No	Yes	20	18	-	20	2	95	62	59	39	8	14%	3	90	64	58	38	3	6%
72	7									-	-	-	-	-	2	95	-	-	-	-	3	90	-	-	-	-	-		
72	8	Ped	Ped	5	3	2.5	14	9	Yes	No	No	18	11	-	18	2	95	18	17	0	-	-	3	90	22	20	2	-	-

IntID	Phase	Movement	Phasing	Min Green	Yellow	Red Clear (All Red)		Ped Actuated?	Min Split Incl. ped?	TSP phase?	Default Min Split	Veh Min Split	Ped Min Split	Min Split	AM Pattern #	AM Cycle	AM Split (%)	AM Split (sec.)	AM Slack Time	AM TSP Time	AM TSP Time (% of ex. Split)	PM Pattern #	PM Cycle	PM Split (%)	PM Split (sec.)	PM Slack Time	PM TSP Time	PM TSP Time (% of ex. Split)		
						Walk	Ped Clear (FDW)																							
73	1					-	-	-	-	-	2	95	-	-	-	3	90	-	-	-	-	-	-	-	-	-	-			
73	2	NB	Mainline	20	3.5	1	7	21	Yes	No	Yes	20	25	-	25	2	95	48	46	21	0	0%	3	90	58	52	27	0	0%	
73	3	EBLT	P/P	5	3	1.5	0	0	No	No	No	11	10	-	11	2	95	14	13	2	-	-	3	90	16	14	3	-	-	
73	4	WB	X-Street	9	3.5	2	0	0	No	No	No	18	15	-	18	2	95	38	36	18	-	-	3	90	26	23	5	-	-	
73	5											-	-	-	-	2	95	-	-	-	-	-	3	90	-	-	-	-	-	
73	6	SB	Mainline	20	3.5	1	7	10	Yes	No	Yes	20	25	-	25	2	95	48	46	21	0	0%	3	90	58	52	27	0	0%	
73	7											-	-	-	-	2	95	-	-	-	-	-	3	90	-	-	-	-	-	
73	8	EB	X-Street	5	3	0	7	7	Yes	No	No	18	9	-	18	2	95	19	18	0	-	-	3	90	20	18	0	-	-	
74	1											-	-	-	-	2	120	-	-	-	-	-	3	90	-	-	-	-	-	
74	2	NBSB	Mainline	20	3.5	1.5	10	10	Yes	No	Yes	20	26	-	26	2	120	75	90	64	12	13%	3	90	68	61	35	11	18%	
74	3											-	-	-	-	2	120	-	-	-	-	-	3	90	-	-	-	-	-	
74	4	EBWB	X-Street	8	3	2.5	13	10	Yes	No	No	18	14	-	18	2	120	25	30	12	-	-	3	90	32	29	11	-	-	
74	5											-	-	-	-	2	120	-	-	-	-	-	3	90	-	-	-	-	-	
74	6											-	-	-	-	2	120	-	-	-	-	-	3	90	-	-	-	-	-	
74	7											-	-	-	-	2	120	-	-	-	-	-	3	90	-	-	-	-	-	
74	8											-	-	-	-	2	120	-	-	-	-	-	3	90	-	-	-	-	-	
75	1	NBLT	P/P	6	3.5	1.5	0	7	No	No	No	11	12	-	12	2	95	22	21	9	-	-	3	90	17	15	3	-	-	
75	2	SB	Mainline	5	3.5	1	1	11	No	Yes	Yes	20	10	17	20	2	95	27	26	6	15	60%	3	90	27	24	4	14	56%	
75	3	WBLT	P/P	4	3.5	0.5	0	7	No	No	No	11	9	-	11	2	95	0	-	-	-	-	3	90	0	-	-	-	-	
75	4	EB	X-Street	8	3	3	5	13	No	Yes	No	18	15	25	25	2	95	51	49	24	-	-	3	90	56	50	25	-	-	
75	5	Ped	Ped	3	3	0	0	7	No	No	No	18	7	-	18	2	95	27	26	8	-	-	3	90	27	24	6	-	-	
75	6	NB	Mainline	3	3.5	1	2	10	No	Yes	Yes	20	8	17	20	2	95	22	21	1	14	68%	3	90	17	15	0	17	109%	
75	7	EBLT	P/P	4	3.5	0.5	0	7	No	No	No	11	9	-	11	2	95	13	12	1	-	-	3	90	10	9	0	-	-	
75	8	WB	X-Street	8	3	3	5	19	No	Yes	No	18	15	31	31	2	95	38	36	5	-	-	3	90	46	41	10	-	-	
76	3	SBLT	P/P	6	3	2	1	7	No	Yes	No	11	12	14	14	211	95	20	19	5	-	-311	90	19	17	3	-	-		
76	2	NB	Mainline	20	3.5	2.5	8	16	No	Yes	Yes	20	27	31	31	211	95	63	60	29	5	8%	311	90	65	59	28	3	5%	
76	1											-	-	-	-	211	95	-	-	-	-	-	311	90	-	-	-	-	-	
76	4	EBWB	X-Street	6	3.5	1	7	9	No	Yes	No	18	11	21	21	211	95	17	16	0	-	-	311	90	16	14	0	-	-	
76	5											-	-	-	-	211	95	-	-	-	-	-	311	90	-	-	-	-	-	
76	6	SB-OLA							Yes	-	-	-	-	-	-	211	95	83	79	79	0	0%	311	90	84	76	76	0	0%	
76	7											-	-	-	-	211	95	211	95	17	16	0	-	-	-	-	-	-	-	
76	8	Ped	Ped	6	3.5	1.5	14	10	No	Yes	No	18	12	30	30	211	95	17	16	0	-	-	311	90	16	14	0	-	-	
77	1	Ped	Ped	0	3	0	0	0	No	Yes	No	18	4	-	18	2	95	0	-	-	-	-	-	3	90	5	5	0	-	-
77	2	NBSB	Mainline	10	3.5	1.5	2	10	No	Yes	Yes	20	16	18	20	2	95	52	49	29	0	0%	3	90	39	35	15	6	18%	
77	3	EB	X-Street	6	3	1.5	5	15	No	Yes	No	18	11	25	25	2	95	20	19	0	-	-	3	90	19	17	0	-	-	
77	4	WB	X-Street	12	3.5	2	13	8	No	Yes	No	18	18	27	27	2	95	28	27	0	-	-	3	90	37	33	6	-	-	
77	5											-	-	-	-	2	95	-	-	-	-	-	3	90	-	-	-	-	-	
77	6											-	-	-	-	2	95	-	-	-	-	-	3	90	-	-	-	-	-	
77	7											-	-	-	-	2	95	-	-	-	-	-	3	90	-	-	-	-	-	
77	8											-	-	-	-	2	95	-	-	-	-	-	3	90	-	-	-	-	-	
78	1											-	-	-	-			-	-	-	-	-	-			-	-	-	-	-
78	2											-	-	-	-			-	-	-	-	-	-			-	-	-	-	-
78	3											-	-	-	-			-	-	-	-	-	-			-	-	-	-	-
78	4											-	-	-	-			-	-	-	-	-	-			-	-	-	-	-
78	5											-	-	-	-			-	-	-	-	-	-			-	-	-	-	-
78	6											-	-	-	-			-	-	-	-	-	-			-	-	-	-	-
78	7											-	-	-	-			-	-	-	-	-	-			-	-	-	-	-
78	8											-	-	-	-			-	-	-	-	-	-			-	-	-	-	-

IntID	Phase	Movement	Phasing	Red Clear (All Red)		Ped Clear (FDW)	Ped Actuated?	Min Split Incl. ped?	TSP phase?	Default Min Split	Veh Min Split	Ped Min Split	Min Split	AM Pattern #	AM Cycle	AM Split (%)	AM Split (sec.)	AM Slack Time	AM TSP Time	AM TSP Time (% of ex. Split)	PM Pattern #	PM Cycle	PM Split (%)	PM Split (sec.)	PM Slack Time	PM TSP Time	PM TSP Time (% of ex. Split)		
				Min Green	Yellow																								
79	1	NB	Mainline	10	3.5	1	7	10	No	Yes	Yes	20	15	22	22	Free	Free	55	33	16	29%	Free	Free	55	33	16	29%		
79	2	SBLT	P/P	4	3.5	1	0	10	No	Yes	No	11	9	-	11	Free	Free	21	10	-	-	Free	Free	21	10	-	-		
79	3	Ped	Ped	3	3	0	0	0	No	Yes	No	18	7	-	18	Free	Free	15	0	-	-	Free	Free	15	0	-	-		
79	4	EBWB	X-Street	10	3.5	1	8	11	No	Yes	No	18	15	24	24	Free	Free	30	6	-	-	Free	Free	30	6	-	-		
79	5											-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-		
79	6	SB-OLA									Yes	-	-	-	-	Free	Free	76	76	6	8%	Free	Free	76	76	6	8%		
79	7											-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-		
79	8											-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-		
80	3	SBLT	P/P	4	3.5	0.5	0	0	No	Yes	No	11	9	-	11	Free	Free	17	6	-	-	Free	Free	17	6	-	-		
80	2	NB	Mainline	12	3.5	1	7	11	No	Yes	Yes	20	17	23	23	Free	Free	55	32	11	20%	Free	Free	55	32	11	20%		
80	1											-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-		
80	4	EBWB	X-Street	6	3	1	7	10	No	Yes	No	18	11	22	22	Free	Free	27	5	-	-	Free	Free	27	5	-	-		
80	5											-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-		
80	6	SB-OLA									Yes	-	-	-	-	Free	Free	72	72	5	7%	Free	Free	72	72	5	7%		
80	7											-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-		
80	8											-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-		
81	1	WBLT	P/P	4	4	1	0	7	No	Yes	No	11	10	-	11	4	100	45	45	34	-	-	5	110	29	32	21	-	
81	2	EB	Mainline	12	3.5	1	7	12	No	Yes	Yes	20	17	24	24	4	100	24	24	0	35	146%	5	110	39	43	19	23	53%
81	3	Ped	Ped	1	3.5	0	0	7	No	Yes	No	18	5	-	18	4	100	5	5	0	-	-	5	110	5	6	0	-	-
81	4	NBSB	X-Street	8	3	1.5	0	9	No	Yes	Yes	18	13	-	18	4	100	26	26	8	7	27%	5	110	27	30	12	28	93%
81	5											-	-	-	-	4	100	-	-	-	-	5	110	-	-	-	-	-	
81	6	WB	Mainline	12	3.5	1	7	12	No	Yes	No	20	17	24	24	4	100	31	31	7	-	-	5	110	47	52	28	-	-
81	7											-	-	-	-	4	100	-	-	-	-	5	110	-	-	-	-	-	
81	8	Ped	Ped	5	3	1.5	14	9	No	Yes	No	18	10	28	28	4	100	29	29	1	-	-	5	110	27	30	2	-	-
82	1	WBLT	P/P	6	3	2	0	0	No	Yes	No	11	12	-	12	41	100	12	12	0	-	-	61	110	12	13	1	-	-
82	2	EB	Mainline	10	3.5	1	5	9	No	Yes	No	20	15	19	20	41	100	38	38	18	-	-	61	110	50	55	35	-	-
82	3	SBRT	X-Street	6	3.5	1	0	0	No	Yes	No	18	11	-	18	41	100	24	24	6	-	-	61	110	14	15	0	-	-
82	4	Ped	Ped	5	3.5	1	13	9	No	Yes	No	18	10	27	27	41	100	26	26	0	-	-	61	110	24	26	0	-	-
82	5	WB	Mainline	10	3.5	1	5	9	No	Yes	Yes	20	15	19	20	41	100	35	35	15	10	29%	61	110	27	30	10	28	93%
82	6	EBLT	P/P	5	3.5	1	0	0	No	Yes	No	11	10	-	11	41	100	15	15	4	-	-	61	110	35	39	28	-	-
82	7	SBLT	X-Street	8	3.5	1	0	0	No	Yes	Yes	18	13	-	18	41	100	26	26	8	18	69%	61	110	25	28	10	36	132%
82	8											-	-	-	-	41	100	-	-	-	-	61	110	-	-	-	-	-	
83	1	WBLT	P/P	4	3.5	1.5	0	0	No	Yes	No	11	10	-	11	3	90	11	10	0	-	-	4	100	10	10	0	-	-
83	2	EB	Mainline	15	3.5	1.5	5	21	No	Yes	No	20	21	32	32	3	90	36	32	0	-	-	4	100	27	27	0	-	-
83	3	NB	X-Street	12	3.5	2	1	7	No	Yes	Yes	18	18	14	18	3	90	21	19	1	6	33%	4	100	40	40	22	0	0%
83	4	SB	X-Street	10	3.5	3	6	10	No	Yes	Yes	18	17	23	23	3	90	32	29	6	1	5%	4	100	23	23	0	22	96%
83	5											-	-	-	-	3	90	-	-	-	-	4	100	-	-	-	-	-	
83	6	WB	Mainline	15	3.5	1.5	7	17	No	Yes	No	20	21	30	30	3	90	47	42	12	-	-	4	100	37	37	7	-	-
83	7											-	-	-	-	3	90	-	-	-	-	4	100	-	-	-	-	-	
83	8	Ped	Ped	10	3	0	16	13	No	Yes	No	18	14	33	33	3	90	36	32	0	-	-	4	100	33	33	0	-	-
84	1											-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-	-	
84	2	NBSB	Mainline	12	3.5	1	10	10	No	Yes	Yes	20	17	25	25	Free	Free	45	20	0	0%	Free	Free	45	20	0	0%		
84	3											-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-	-	
84	4	EBWB	X-Street	10	3.5	1	10	12	No	Yes	No	18	15	27	27	Free	Free	22	0	-	-	Free	Free	22	0	-	-	-	
84	5											-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-	-	
84	6											-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-	-	
84	7											-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-	-	
84	8											-	-	-	-	Free	Free	-	-	-	-	Free	Free	-	-	-	-	-	

IntID	Phase	Movement	Phasing	Min Green	Yellow	Red Clear (All Red)			Ped Clear (FDW)	Ped Actuated?	Min Split Incl. ped?	TSP phase?	Default Min Split	Veh Min Split	Ped Min Split	Min Split	AM Pattern #	AM Cycle	AM Split (%)	AM Split (sec.)	AM Slack Time	AM TSP Time	AM TSP Time (% of ex. Split)	PM Pattern #	PM Cycle	PM Split (%)	PM Split (sec.)	PM Slack Time	PM TSP Time	PM TSP Time (% of ex. Split)
				Walk																										
85	1	EBLT	P/P	4	3	1.5	0	0	No	Yes	No	11	9	-	11	3	115	46	53	42	-	-	6	100	20	20	9	-		
85	2	WB	Mainline	10	3.5	1.5	14	11	No	Yes	Yes	20	16	31	31	3	115	24	28	0	42	152%	6	100	45	45	14	9	20%	
85	3											-	-	-	-	3	115		-	-	-	-	6	100		-	-	-	-	
85	4	SB	X-Street	8	3.5	3	3	10	No	Yes	No	18	15	20	20	3	115	30	35	15	-	-	6	100	35	35	15	-	-	
85	5	WBLT	P/P	4	3	1.5	0	0	No	Yes	No	11	9	-	11	3	115	9	10	0	-	-	6	100	20	20	9	-	-	
85	6	EB	Mainline	10	3.5	1.5	14	11	No	Yes	Yes	20	16	31	31	3	115	61	70	39	0	0%	6	100	45	45	14	9	20%	
85	7											-	-	-	-	3	115		-	-	-	-	6	100		-	-	-	-	
85	8	NB	X-Street	10	3.5	3	7	23	No	Yes	No	18	17	37	37	3	115	30	35	0	-	-	6	100	35	35	0	-	-	
86	1	WBLT	Prot	5	3.5	2	1	12	No	Yes	No	12	11	19	19	3	115	15	17	0	-	-	6	100	30	30	11	-	-	
86	2	EB	Mainline	15	3.5	2	5	21	No	Yes	Yes	20	21	32	32	3	115	54	62	30	2	3%	6	100	33	33	1	13	39%	
86	3	NB	X-Street	7	3.5	3	1	6	No	Yes	No	18	14	14	18	3	115	17	20	2	-	-	6	100	20	20	2	-	-	
86	4	SB	X-Street	7	3.5	1.5	7	7	No	Yes	No	18	13	20	20	3	115	14	16	0	-	-	6	100	17	17	0	-	-	
86	5	EBLT	P/P	5	3.5	2	0	0	No	Yes	No	11	11	-	11	3	115	10	12	1	-	-	6	100	11	11	0	-	-	
86	6	WB	Mainline	15	3.5	2	7	18	No	Yes	Yes	20	21	31	31	3	115	59	68	37	2	3%	6	100	52	52	21	2	4%	
86	7	Ped	Ped	5	3	0	0	0	No	Yes	No	18	9	-	18	3	115	4	5	0	-	-	6	100	4	4	0	-	-	
86	8	Ped	Ped	5	3	0	12	13	No	Yes	No	18	9	29	29	3	115	27	31	2	-	-	6	100	33	33	4	-	-	
87	1											-	-	-	-			-	-	-	-	-					-	-		
87	2											-	-	-	-			-	-	-	-	-					-	-		
87	3											-	-	-	-			-	-	-	-	-					-	-		
87	4											-	-	-	-			-	-	-	-	-					-	-		
87	5											-	-	-	-			-	-	-	-	-					-	-		
87	6											-	-	-	-			-	-	-	-	-					-	-		
87	7											-	-	-	-			-	-	-	-	-					-	-		
87	8											-	-	-	-			-	-	-	-	-					-	-		
88	1											-	-	-	-			-	-	-	-	-					-	-		
88	2											-	-	-	-			-	-	-	-	-					-	-		
88	3											-	-	-	-			-	-	-	-	-					-	-		
88	4											-	-	-	-			-	-	-	-	-					-	-		
88	5											-	-	-	-			-	-	-	-	-					-	-		
88	6											-	-	-	-			-	-	-	-	-					-	-		
88	7											-	-	-	-			-	-	-	-	-					-	-		
88	8											-	-	-	-			-	-	-	-	-					-	-		
89	1	EBLT	P/P	4	3	2	0	0	No	Yes	No	11	10	-	11	3	115	13	15	4	-	-	6	100	13	13	2	-	-	
89	2	WB	Mainline	10	3.5	2.5	7	19	No	Yes	Yes	20	17	33	33	3	115	58	67	34	4	6%	6	100	55	55	22	2	4%	
89	3	NBLT	P/P	5	3	2	1	4	No	Yes	No	11	11	11	11	3	115	10	12	1	-	-	6	100	12	12	1	-	-	
89	4	SB	X-Street	10	3	3	14	14	No	Yes	No	18	17	35	35	3	115	19	22	0	-	-	6	100	20	20	0	-	-	
89	5											-	-	-	-	3	115		-	-	-	-	6	100		-	-	-	-	
89	6	EB	Mainline	10	3.5	2.5	13	13	No	Yes	Yes	20	17	33	33	3	115	71	82	49	0	0%	6	100	68	68	35	0	0%	
89	7											-	-	-	-	3	115		-	-	-	-	6	100		-	-	-	-	
89	8	NB	X-Street	5	3	3	15	13	No	Yes	No	18	12	35	35	3	115	29	33	0	-	-	6	100	32	32	0	-	-	
90	1	EBLT	P/P	5	4	1	0	0	No	Yes	Yes	11	11	-	11	211	95	13	12	1	19	156%	311	100	13	13	2	14	108%	
90	2	WB	Mainline	12	4	1.5	16	10	No	Yes	No	20	18	32	32	211	95	30	29	0	-	-	311	100	37	37	5	-	-	
90	3	NBLT	P/P	5	4	1.5	0	0	No	Yes	No	11	11	-	11	211	95	32	30	19	-	-	311	100	20	20	9	-	-	
90	4	SB	X-Street	12	3.5	2	15	10	No	Yes	Yes	18	18	31	31	211	95	25	24	0	21	87%	311	100	30	30	0	16	53%	
90	5											-	-	-	-	211	95		-	-	-	-	311	100		-	-	-	-	
90	6	EB-OLC										Yes	-	-	-	211	95	43	41	41	19	47%	311	100	50	50	50	9	18%	
90	7											-	-	-	-	211	95		-	-	-	-	311	100		-	-	-	-	
90	8	NB-OLA										No	-	-	-	211	95	57	54	54	-	-	311	100	50	50	50	-	-	

IntID	Phase	Movement	Phasing	Min Green	Yellow	Red Clear (All Red)	Walk	Ped Clear (FDW)	Ped Actuated?	Min Split Incl. ped?	TSP phase?	Default Min Split	Veh Min Split	Ped Min Split	Min Split	AM Pattern #			PM Pattern #				
																AM Cycle	AM Split (%)	AM Split (sec.)	PM Cycle	PM Split (%)	PM Split (sec.)		
91	1										-	-	-	-	-	Free	Free	-	-	-	-		
91	2	NBSB	Mainline	18	3.5	1.5	7	14	No	Yes	Yes	20	24	27	27	Free	Free	65	38	0	0%		
91	3										-	-	-	-	-	Free	Free	-	-	-	-		
91	4	EBWB	X-Street	10	3.5	2.5	17	10	No	Yes	No	18	17	34	34	Free	Free	33	0	-	-		
91	5										-	-	-	-	-	Free	Free	-	-	-	-		
91	6										-	-	-	-	-	Free	Free	-	-	-	-		
91	7										-	-	-	-	-	Free	Free	-	-	-	-		
91	8										-	-	-	-	-	Free	Free	-	-	-	-		
92	1										-	-	-	-	-	2	95	-	-	-	-		
92	2	NBSB	Mainline	15	3.5	2	7	10	No	Yes	Yes	20	21	23	23	2	95	78	74	51	0	0%	
92	3										-	-	-	-	-	2	95	-	-	-	-		
92	4	EBWB	X-Street	10	3.5	2.5	16	10	No	Yes	No	18	17	33	33	2	95	22	21	0	-	-	
92	5										-	-	-	-	-	2	95	-	-	-	-		
92	6										-	-	-	-	-	2	95	-	-	-	-		
92	7										-	-	-	-	-	2	95	-	-	-	-		
92	8										-	-	-	-	-	2	95	-	-	-	-		
93	1	NBLT	P/P	5	3.5	1	0	0	No	Yes	No	11	10	-	11	211	95	15	14	3	-	-311 100 14 14 3 -	
93	2	SB	Mainline	21	3.5	1.5	7	14	No	Yes	Yes	20	27	27	27	211	95	61	58	31	3	6%	311 100 57 57 30 3 5%
93	3										-	-	-	-	-	211	95	-	-	-	-	-311 100 - - - -	
93	4	EBWB	X-Street	10	3.5	2	16	11	No	Yes	Yes	18	16	33	33	211	95	24	23	0	34	150%	311 100 29 29 0 33 114%
93	5										-	-	-	-	-	211	95	-	-	-	-	-311 100 - - - -	
93	6	NB	Mainline	21	3.5	1.5	7	14	No	Yes	No	20	27	27	27	211	95	76	72	45	-	-	311 100 71 71 44 -
93	7										-	-	-	-	-	211	95	-	-	-	-	-311 100 - - - -	
93	8										-	-	-	-	-	211	95	-	-	-	-	-311 100 - - - -	